

## Appendix Q

### Community Participation and Comments

## **List of Participants in Public Meetings**

Allen Greenberg  
Amy Bowman  
Amy Mcvey  
Ann Simpson  
Anne Renshaw  
Barbara A. Gunning  
Barry Berman  
Bruce Lowrey  
C Lively  
Carolyn Shermon  
Cathy Wiss  
Chapman Todd  
Charles Howe  
Cheryl Browning  
Chris Kain  
Cindy Petkac  
Civeryl Browning  
David Frankal  
Dick Randall  
Doug Wonderlic  
Frank Winstead  
Gail G  
Gina Mirigliana  
Greg Pickens  
H. Guyot  
Jane Wadman(?)  
Judith Rofman  
Judith Rofman  
Kate Cullen  
Kathryn Chiariello  
Kip C  
Kop Cardero  
Mai R  
Marilyn Simon  
Mary Haney  
MaryAnn Flot (?)  
Matt Pavuk  
Matt Pavuk  
Melissa Lane  
Michelle Cole  
Nancy MacWood  
Nathan Harshman  
Peter Espenschild  
Sheila Hogan  
Sisaar Baranan  
Sleila Hogan  
Susan MacKnight  
Trudy Reeves

## Public Comments

Several comments were addressed to the DC Office of Planning regarding the OP's draft UWACS plan. The Wisconsin Avenue Corridor Transportation Study (WACTS) Study Team reviewed all of the comments received including comments specifically to the draft UWACS plan. Comments unrelated to the Wisconsin Avenue Corridor Transportation Study were not included in this appendix.

-----Original Message-----

**From:** Nmacwood@aol.com [mailto:Nmacwood@aol.com]

**Sent:** Tuesday, October 12, 2004 12:06 PM

**To:** John.Bullock@dc.gov

**Cc:** KenLaden@dc.gov

**Subject:** areas to be included in Wisconsin Ave. transportation study

John,

I submitted an email to the Cleveland Park listserv last week, asking residents to send me information about any troublesome traffic areas that are within the study area.

34th St. and Klinge Rd. --- it is nearly impossible to safely turn from westbound Klinge onto 34th St. There is a right turn arrow at Cleveland Ave. and 34th St., just to the south of Klinge. Drivers on Klinge cannot see the turning cars from Cleveland Ave. This is a very dangerous intersection. Some residents have suggested that Klinge should be one-way westbound. The situation on this two-block street will be exacerbated when Klinge Rd. section through Rock Creek Pkwy opens.

Wisconsin Ave. and Van Ness St./Albemarle St. --- there is a traffic light at both of these intersections but neither has a dedicated left turn light from Wisconsin. Traffic often backs up, leaving only one through lane.

34th and Van Ness St. --- huge back-ups going both directions at this intersection, especially during rush hour, but almost constant throughout the day. The right turn onto Van Ness eastbound seems more difficult than normal and as such, the thru lane doesn't advance many cars during the green light phase. The left light phase seems unusually short.

Wisconsin Ave. and Albemarle/ Brandywine Sts. --- these streets are continually congested, especially during rush hour. Residents believe it is the proximity of Janney School, Wilson High School, American University metro shuttles, city buses, and the metro that converge to cause grid lock at this intersection. Fort St. and 40th St. near Wilson High School seem to suffer from the overflow gridlock.

Wisconsin Ave. and Garfield St. --- when the city prohibited left turns from Wisconsin Ave. southbound onto Massachusetts Ave., they added a traffic light at Garfield St. and restricted the left lane to a left turn lane. This has always caused confusion despite signage. Since the traffic builds up at Wisconsin and Massachusetts Ave. drivers choose whichever lane is the shortest. Drivers then often find themselves in the wrong lane, that is, in the left turn lane as they approach Garfield. There is not much space to move right into the thru lane and so drivers either back up the left turn lane trying to move over or they continue in the left turn lane and go straight rather than turning. There must be a safer and more logical way to engineer this intersection.

34th St. and Windom Place --- drivers heading south on 34th, cut through on Windom Place to avoid the back-up at the traffic light at 34th and Van Ness Sts. These drivers then speed down 37th St. to Sidwell Friends School. (I received a number of complaints about speeding on 37th St.(cars going to Sidwell) and 36th St. (cars going to NCS).

34th St. and Upton St. --- no left turn onto Upton is often disregarded by drivers in the PM allegedly heading to 37th St. and Sidwell Friends School.

34th St. between Woodley and Lowell Sts. --- when 34th St. was restriped about 5 years ago, on street parking was eliminated on the east side of 34th. The residents have consistently expressed a desire to have that parking returned. While they need the parking for deliveries and to satisfy their parking needs, the residents also worry about cars speeding up 34th St. to catch the traffic light at Lowell St. with little or no buffer between pedestrians and the roadway. There is a public elementary school at 34th and Lowell. There has also been a periodic effort to examine traffic calming at 34th and Lowell since the school is not setback from the roadway.

34th St. and Macomb St. --- back-ups on 34th during AM and PM rush caused to some extent by drivers making left turns onto Macomb St. eastbound and then traveling to Washington International School or to John Eaton Elementary School. There has been resistance in the neighborhood to a dedicated left turn onto Macomb St. since it already carries a lot of traffic and is a congested neighborhood street, particularly between 34th and Connecticut Ave.

Wisconsin and Ordway St. (intersection includes Idaho Ave.) --- there is a confusing traffic situation here with Ordway, a two-way street, stopping westbound at Idaho Ave., just a few feet from Wisconsin Ave. Proceeding straight to Wisconsin Ave. is prohibited, but many drivers do it anyway (including the police). Drivers turning onto Ordway eastbound from Wisconsin Ave. (either direction) think they have safe passage when they often don't. There is an awkward confluence of rubber poles and roadway striping that doesn't achieve the desired effect.

John, I already mentioned several intersections on 34th St. that I think should be included in the study, including Garfield St. and Cleveland Ave. I would add Klinge Rd., Van Ness, Macomb and Lowell to the mix. I would also urge that the goal of limiting additional intersections to 10 be reconsidered. This study won't be replicated any time soon and so it makes sense to do it right this time. 34th St. is a mess (that's a transportation term!) and it carries many more cars than it is engineered to carry (more per lane than Conn. Ave.). It is lined with residences and schools and great care should be given to improving it and insuring that changes to Wisconsin Ave. don't exacerbate an often dangerous situation on 34th St.

Thanks for the opportunity to have an impact on the study.

Nancy MacWood  
ANC 3C 09

PS. This is not the definitive word from ANC 3C. Other 3C commissioners have, and will continue to express, concerns about other impacted areas.

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-----Original Message-----

**From:** Marilyn Simon [mailto:Marilyn.Simon@fcc.gov]

**Sent:** Friday, October 08, 2004 11:34 AM

**To:** John.Bullock@dc.gov; dan.tangherlini@dc.gov; MJSimon

**Cc:** chapmantodd@yahoo.com; Amy McVey; lucy.eldridge@verizon.net; laurence.freedman@usdoj.gov;

Amy McVey; ancanne@aol.com; AHG71139@aol.com; nmacwood@aol.com;  
schumannwiss@juno.com; Frankel, David P.; Gina M; Marilyn Simon; Bruce Lowrey;  
Browningcb@aol.com

**Subject:** Wisconsin Avenue Corridor Transportation Study [WACTS]

John Bullock,

I attended the recent meeting at St. Ann's on the Wisconsin Avenue Corridor Transportation Study, and hope that DDOT will actively continue to involve the community in shaping this study. Since I was not able to see how my comments were transcribed, I would like to repeat those comments here as well as elaborate on some of the comments that I made to the representatives of Louis Berger at the Open House before the beginning of the official meeting.

I also hope that the DDOT meeting on the Addendum to the Friendship Heights Transportation Study will be scheduled soon and that the projections for the intersections included in the Military Road Transportation Study, west of Rock Creek Park will also be updated to include the scenarios under consideration. It is important for the credibility of the analysis that DDOT involve the community in drafting the scenarios considered in the Addendum.

1. On the Development Impact Analysis, Slide 7, I think that it is essential that development north of Fessenden Street, but within the Friendship Heights DC and Maryland area, be explicitly included and not assumed to be part of background growth as stated in the slide. Each of the scenarios will have different implications for the assumed amount of development between Fessenden Street and Western. It would be totally inappropriate to include these very different levels of development as background. Each scenario MUST include the impact of differences in development between Fessenden and Western Avenue.

For all the scenarios, the development in Friendship Heights, Maryland cannot be considered as background growth, particularly since demolition and construction has already begun. There are several large projects being built in Friendship Heights, Maryland, and the Washington Clinic Site on DC has been approved. The Chevy Chase Center was recently demolished to make way for the new Chevy Chase Center and the Collection at Chevy Chase, which will have a 200,000 SF office building and 212,000 SF of retail [<http://www.cclandco.com>]. Work has begun on the Hecht's site as well. [<http://www.neddevelopment.com/news/2004-08-25-wisconsin.html>]

2. During the Open House portion, I spoke with the representatives of Louis Berger a while about some of the projections in the Friendship Heights Transportation Study and the Military Road Transportation Study, and in particular discussed the intersections of Military and 41<sup>st</sup> Street and Military and Reno. The recommendation to reallocate signal timing at these two intersections has an estimated cost of \$2,000, and according to the FHTS, this improvement alone will improve the level of service [LOS] with existing development from F to B and from E to B on weekday evenings for 41<sup>st</sup> and Reno, respectively, and would improve the LOS from F to C and from F to B with the buildout included in that study for 41<sup>st</sup> and for Reno, respectively. This is a very dramatic improvement and at very low cost. Last evening, I was at the corner of 43<sup>rd</sup> and Military at around 5 pm, and, as usual, observed that the vehicles were backed up from 41<sup>st</sup> Street beyond that intersection, nearly all the way to the intersection with Western Avenue. If the effectiveness of the types of improvements that are being projected are to be credible to the community, it would be useful if DDOT could arrange to reallocate the timing for those lights NOW to see if it results in these types of improvements and also see whether the retiming of the lights at that intersection has a negative impact on traffic on Reno and/or 41<sup>st</sup>.

Thank you for being so receptive to community input, and I certainly hope that DDOT and Louis Berger will provide a credible analysis and will accurately model the amount of development that would be allowed with current zoning and the amount of development actually encompassed in the zoning envelope proposed by the Office of Planning.

Sincerely,  
Marilyn Simon

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-----Original Message-----

**From:** Lowrey, Bruce F CIV ASSTSECNAV RDA WASHINGTON DC, DASN AM  
[mailto:bruce.lowrey@navy.mil]  
**Sent:** Thursday, October 07, 2004 1:22 PM  
**To:** john.bullock@dc.gov  
**Cc:** Lowrey, Bruce F CIV ASSTSECNAV RDA WASHINGTON DC, DASN AM  
**Subject:** Wisconsin Avenue Corridor Transportation Study

John -

It was nice talking to you and the Louis Berger team last night about the traffic study. I'm sorry I had to leave early. I want to reiterate my request for the basic Indefinite Delivery - Indefinite Quantity contract with Berger as well as the task order for the subject effort. How soon can you get these documents to me? Also, I'd like to know if the traffic study can survey the public alleyway that abuts the Friendship Animal Hospital off Brandywine Street between Wisconsin Ave. and River Road? This is a heavily trafficked alleyway and poses a risk to the community from speeding vehicles entering both Brandywine and Chesapeake Streets. Please let me know if this is possible and when you expect to get me the contract documents.

Respectfully,

Bruce Lowrey

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-----Original Message-----

**From:** Marilyn Simon [mailto:Marilyn.Simon@fcc.gov]  
**Sent:** Wednesday, October 20, 2004 5:16 PM  
**To:** Tangherlini, Dan (DDOT); Bullock, John (DDOT); Williams, Anthony A. (EOM);  
kpatterson@dccouncil.washington.dc.us; schwartzc@dccouncil.us; Fenty, Adrian (COUNCIL);  
Councilmember Catania (At Large) (dcatania@dccouncil.washington.dc.us);  
jackevans@dccouncil.washington.dc.us; hbrazil@dccouncil.us; jgraham@dccouncil.us;  
kpchavous@dccouncil.us; cmallen@dccouncil.us; sambrose@dccouncil.us; vorange@dccouncil.us;  
lcropp@dccouncil.us; newsdesk@currentnewspapers.com; current@erols.com; Altman, Andrew (OP);  
McCarthy, Ellen (OP); Petkac, Cindy (OP); Kim, Ji Youn  
**Cc:** Barry L. Berman; Gina Mirigliano; waldmann@pepperlaw.com; lucy.eldridge@verizon.net; Frankel,  
David P.; Laurence.Freedman@usdoj.gov; AHG71139@aol.com; maryalicelevine@starpower.net; Bruce  
Lowrey; Amy McVey; Carolyn Sherman; MarilynAOL; Marilyn Simon; Anne Sullivan;  
chapmantodd@yahoo.com; Jane Waldmann; amyhoangdc3e02@aol.com; schumannwiss@juno.com;  
cartermohnkern@aol.com; cjlively@aol.com; karenperry2@juno.com; nmacwood@aol.com;

trudyreeves@yahoo.com; mjlaneus@netscape.net; RFPboss@aol.com; ancanne@aol.com; Hazel F. Rebold

**Subject:** Proposed Scenarios for the WACTS do not analyze impact of UWACS

Mr. Tangherlini, Mr. Bullock, Councilmembers and ANC Commissioners:

Last Thursday at the ANC 3E meeting, DDOT distributed a draft of the proposed development scenarios for the Wisconsin Avenue Corridor Transportation Study [WACTS] which will be used to evaluate whether the traffic and parking infrastructure can support the development proposed by the Office of Planning. DDOT requested preliminary comments on the draft by Friday, October 22.

The draft that was distributed last week was NOT responsive to the clearly stated concerns of the community. This proposal does NOT include a scenario to evaluate whether the infrastructure can support the OP Plan.

At both community meetings, the members of the community expressed unanimous support for projections using three scenarios: existing development with background growth, matter-of-right development under current zoning, and the development that is included in the recommendations of OP's July 2004 Upper Wisconsin Avenue Corridor Study [UWACS], with each of the scenarios explicitly incorporating development north of Fessenden Street associated with that scenario, as well as the development just north of Western Avenue, with that additional development to be added before the background growth rates are applied.

It is important to note that, except for the single block between Ellicott and Fessenden Street, the OP recommendations exceed the amount of growth allowed as a matter of right under current zoning, and it is clear that the third scenario will involve substantially more traffic than the second scenario.

We have attached a revision of the proposed scenarios that represents what the community requested at the two public meetings.

If DDOT and OP proceed with the WACTS projections for the scenarios that DDOT presented, they will NOT be evaluating the OP Plan, and any results would NOT be considered as a credible evaluation of whether the traffic and parking infrastructure can support the OP proposal. If those scenarios are the basis for the WACTS projections and the Addendum to the Friendship Heights Transportation Study as well as addendums to other relevant traffic studies, they would be considered potentially misleading and a waste of taxpayer dollars.

Ellen McCarthy explicitly stated at the ANC 3E and 3C joint public meeting held September 28 at Georgetown Day School that the reason for the delay in presenting the plan to D.C. Council was to allow DDOT to conduct a study to see if the development called for in the plan can be supported by current traffic and parking infrastructure. Since several Councilmembers and the ANCs had requested that the infrastructure issues be addressed before the UWACS is sent to the D.C. Council as a Small Area Plan, we are hopeful that the Councilmembers will make it clear that they expect the infrastructure studies to evaluate the buildout allowed with the OP plan and to be a credible projection of the ability of the infrastructure to support the OP plan.

Sincerely,  
Barry Berman, 4423 39<sup>th</sup> Street, NW  
Peter Butturini, 4404 Garrison Street, NW  
Christine Waldmann Carmody, 4107 Harrison Street, NW

Lucy Eldridge, Advisory Neighborhood Commission ANC 3E-04  
Jana Frankel, 4336 Garrison Street, NW  
David P. Frankel, 4336 Garrison Street, NW  
Laurence Freedman, 4108 Legation Street, NW  
Alma Gates, Chair, Advisory Neighborhood Commission 3D  
Mary Alice Levine, 3804 Alton Place, NW  
Bruce Lowrey, 4117 Brandywine Street, NW  
Amy McVey, Advisory Neighborhood Commission 3E-01  
Gina Mirigliano, 4404 Garrison Street, NW  
Hazel Rebold, 4228 Military Road, NW  
Carolyn Sherman, 4341 Ellicott Street, NW  
Marilyn J. Simon, 5241 43<sup>rd</sup> Street, NW  
Anne Sullivan, 4431 Springdale Street, NW  
Chapman Todd, Advisory Neighborhood Commission 3E-03  
Jane Waldmann, 5332 42nd Street, NW  
Amy Hoang Wrona, Advisory Neighborhood Commission 3E-02

### *Attachment*

#### **WISCONSIN AVENUE CORRIDOR TRANSPORTATION STUDY**

The District Department of Transportation (DDOT) contracted with the Louis Berger Group, Inc (Berger). to investigate transportation problems and potential transportation management improvements in the Wisconsin Avenue Corridor Area, as well as traffic and parking management in surrounding neighborhoods. These efforts are in response to Ward 3 citizen concerns regarding safety, speeding, traffic congestion, neighborhood cut through traffic and insufficient parking spaces in the study area, and the potential exacerbation of these issues related to the anticipated development in the Friendship Heights and Tenleytown Metro area.

The approximate study area boundaries for this section of Wisconsin Avenue are Fessenden Street to the North, Reno Road and 34<sup>th</sup> Street to the East, Whitehaven Parkway to the South and Whitehaven Parkway/Glover Park to the West. In response to public comments from the 10/6 and 10/7 public kick-off meetings, DDOT and Berger are discussing possible changes in the study area boundary, and a potential addendum to the scope. Any changes will be made available to the public.

In order to evaluate whether the capacity of the area roads is sufficient to accommodate the development which might be associated with OP's July 2004 Upper Wisconsin Avenue Corridor Study [UWACS] Plan, it is necessary that one of the scenarios studied consider all the development included in the proposed zoning envelope. Absent that analysis, the WACTS cannot be considered as part of the infrastructure analysis for the UWACS that was requested by the community and by the D.C. Council. This analysis is outlined as Scenario 3, below.

In addition, a similar scenario must be included in the Addendum to the Friendship Heights Transportation Study [FHTS], the Military Road/Missouri Avenue Transportation Study [MRTS] and the Palisades Traffic Impact Study.

Since there have been a number of PUDs approved since current zoning was put in place, and since those PUDs involve a substantial amount of development above the level allowed as a matter of right with current zoning, it is also important, for planning purposes, to determine whether the area roads are sufficient to accommodate the amount of development that could occur, with current zoning, as a matter of right if all those sites were to be developed to those limits, and if the



Zoning Commission approves the PUDs for which OP has indicated support. This analysis is outlined as Scenario 2, below.

### **SECTION 1: SCENARIO DEVELOPMENT**

The Study Team will first examine existing traffic conditions within the study area of the Wisconsin Avenue Corridor Transportation Study. Subsequently, the Study Team will evaluate a total of three (3) development scenarios occurring over a 10-year period (year 2014). These scenarios will portray a range of low to high development, including (1) existing development along with projects that are about to begin construction, under construction, or recently completed but not fully occupied, (2) the development included in the current zoning envelope with matter-of-right limits and (3) the development encompassed by the zoning envelope in the July 2004 UWACS, as described below. This will help the Study Team evaluate short-term and long-term transportation improvement needs in the Wisconsin Avenue Corridor Transportation Study area, and aid the ANC's and the D.C. Council in evaluating this one aspect of their expressed infrastructure concerns regarding the UWACS.

Each development scenario will be defined through a cooperative effort with DDOT, residents, and other stakeholders. Basic descriptions of each scenario are provided below.

#### **Scenario 1: Existing Condition with Background Growth**

As noted above, this scenario assumes that no land use changes (beyond those developments currently under construction or scheduled to begin construction within 6 months) occur over the 10-year period (to 2015) in the study area. The Study Team will solicit information on developments underway or under construction from local citizens and other sources. Background growth rate information will be obtained from the Washington Council of Governments regional model, Version 2.1/TP+, Release C with Round 6.3 socioeconomic forecast database. The Study Team will also calculate the historic rate of growth using current data and data from past traffic studies for the area. The projections will be calculated using the larger of these two growth rates.

The following list shows properties which are currently under construction and constructed just outside study area which will be included in the Scenario as contributing to background growth. Traffic attributable to these developments will be added to existing traffic before applying the background growth factor. For development in the Friendship Heights area, the trip generation rates adopted by Montgomery County for use in the Friendship Heights CBD shall be used [Local Area Transportation Review Guidelines, July 2002, Appendix C], unless OP and DDOT can demonstrate that, as OP maintains, these rates do not take into account proximity to the Metro.

- Chevy Chase Center
- Hecht's / Friendship Place
- Washington Clinic / Chase Point
- JBG

Residents are asked to identify additional properties under development (see Section 2). The following properties have been identified and will be verified:

- Tenleytown Best Buy / Cityline at Tenleytown (condos, Best Buy, Container Store)
- Babes Billiard (pending Zoning Commission approval)
- Georgetown Heights (at Calvert and Wisconsin)- condominiums
- Geico, as included in the Friendship Heights, Maryland Plan

### **Scenario 2: Potential Development—Matter-of-Right under Current Zoning with PUDs for which OP has indicated support**

Scenario 2 represents the amount of development that would be allowed under current zoning, without requiring approval by the Zoning Commission or the BZA as well as several specific PUD proposals for which OP has indicated support. Information on the amount of development included will be based on the current zoning categories and the gross floor area allowed for residential and non-residential uses, respectively. It will be assumed that all sites in the corridor will be developed to those limits with the following exceptions:

- (1) sites which have been redeveloped in the last 10 years;
- (2) sites for which the FAR of the existing development is at least 80% of the amount of development that would be allowed under these limits; and
- (3) sites for which OP has stated that they would support a planned unit development, with those sites evaluated at the level of development for the projects that had been evaluated by the Office of Planning.

Traffic attributable to development on sites north of Fessenden Street shall be added to existing traffic before applying the background growth factors, and the development on those sites which are in the District will be calculated according to the above standards, using the matter-of-right limits for current zoning. If OP indicates that they still support [as indicated in ZC testimony and other public statements] the Buick and WMATA proposals, those should be included as supported by the Office of Planning

In each case, the combination of land uses permissible under current zoning that will generate the highest traffic level will be used. In other words, if a site is zoned C-2-A, which, for matter-of-right development, allows a maximum FAR of 2.5, of which no more than 1.5 can be non-residential, this site will be evaluated with a total FAR of 2.5, where 60% of the floor area is non-residential, a combination of ground floor retail and additional office space, and for the sites that currently include a grocery store, it will be assumed that a grocery store will be included in the non-residential portion of that development. Where traffic-generating below-grade development currently exists, it will be assumed that that use will continue. This is not intended to suggest that that is the land use anticipated or even preferred for that site. This is intended to demonstrate the worst traffic conditions that could occur under current zoning, and to determine whether the existing infrastructure can support the development that would be allowed under current zoning.

### **Scenario 3: Potential Development—Zoning Envelope Associated with OP's July 2004 UWACS.**

This scenario assumes the development included in the zoning envelope associated with the July 2004 UWACS plan occurs. Except for the sites between Ellicott and Fessenden Street, all the development included in this scenario will exceed the development included in Scenario 2.

Information on the amount of development included will be based on the zoning categories included in the July 2004 UWACS, and, except for the sites between Ellicott and Fessenden Streets, the gross floor area allowed in Chapter 24 for a PUD for residential and non-residential uses, respectively. It will be assumed that all sites in the corridor will be developed to those limits with the following exceptions:

- (1) sites which have been redeveloped in the last 10 years;
- (2) sites for which the FAR of the existing development is at least 80% of the amount of development that would be allowed under these limits; and

(3) sites where the illustrative examples included in the UWACS are inconsistent with the text of the UWACS, in which case the site will be evaluated at the level of development which would generate the most traffic, generally the illustrative example.

Traffic attributable to development on sites north of Fessenden Street shall be added to existing traffic before applying the background growth factors, and the development on those sites which are in the District will be calculated according to the above standards, explicitly considering the map amendments which are included on page 27 on the July 2004 UWACS.

In each case, the combination of land uses permissible under current zoning that will generate the highest traffic level will be used. In other words, if a site is zoned C-2-A, which, with a PUD, allows a maximum FAR of 3.0, of which no more than 2.0 can be non-residential, this site will be evaluated with a total FAR of 2.5, where 66.6% of the floor area is non-residential, a combination of ground floor retail and office, and for the sites that currently include a grocery store, it will be assumed that a grocery store will be included in the non-residential portion of that development. Where traffic-generating below-grade development currently exists, it will be assumed that that use will continue. This is not intended to suggest that that is the land use anticipated or even preferred for that site. This is intended to demonstrate the traffic conditions that could occur under the July 2004 UWACS, and to determine whether the existing infrastructure can support the development that would be allowed under the July 2004 UWACS.

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-----Original Message-----

**From:** catherine j wiss [mailto:schumannwiss@juno.com]

**Sent:** Friday, October 22, 2004 11:29 AM

**To:** John.Bullock@dc.gov; Kim, Ji Youn

**Cc:** Dan.Tangherlini@dc.gov

**Subject:** Wisconsin Avenue Corridor Transportation Study - Difficult Intersections

Dear John,

At the meeting on October 6, Louis Berger asked for information to help guide the study. Here are some notes on two difficult intersections from my district and one just outside my district:

(1) Albemarle-Nebraska-39th-Grant Road

In the fall of 1999, a few residents and I catalogued accidents we saw at this intersection

- 9/10/99 Debris was found on the street (doesn't say where)
- 9/14/99 8:15 am, at Albemarle and 39th Street: two westbound cars on Albemarle, the "right one crashed into the left one" (note: Albemarle is one lane westbound east of 39th Street)
- 9/20/99 10:00 am, at Albemarle just west of Nebraska: two eastbound cars, one failed to stop and plowed into the other at the light
- 11/13/99 evening, on Albemarle east of Nebraska Avenue: I witnessed one eastbound car, trying to pass another eastbound car, clip the bumper of the car being overtaken (note: Albemarle at this location is one lane eastbound)
- 11/29/99 A resident saw 3 accidents on Thanksgiving weekend; two were on 39th street between Albemarle and Nebraska, one was on Nebraska; two were fender-benders, one had the side of the car pushed in (no more details)
- 12/15/99 Northbound car on 39th Street was hit by westbound car on Albemarle as it tried to cross Albemarle

- Mid-December 1999: Vehicle knocked over a road sign just west of 39th Street in the concrete triangle between Albemarle-39th-Nebraska (not witnessed, but damage observed)
- 1/2/00 Two car collision observed at 39th and Albemarle; drivers would not discuss what happened; the orientation of the cars made it look as if a westbound car on Albemarle hit a car turning left (west) from northbound 39th Street
- 6/21/00 Debris found at intersection of Albemarle and 39th, but no accident observed
- 7/13/00 3:50 pm, at Albemarle and Nebraska: collision between a truck and Mercedes, both southbound on Nebraska; truck hit car when it tried to turn right (west) onto Albemarle

(2) Albemarle-Fort Drive-40th Street

- 9/10/99 Mid-afternoon after school: lots of traffic, collision on southbound 40th Street during a police chase
- 3/29/00 Eastbound van on Albemarle hit a northbound car on Fort Drive as it tried to cross Albemarle; driver of northbound car was charged with failure to yield.
- 5/7/00 3:45 pm, collision between a bus and car at 40th Street and Albemarle; no more details except it was sunny weather
- 6/18/00 5:15 pm, Albemarle and 40th Street: two-car collision, one southbound on 40th Street, the other on Albemarle Street (notes do not say which direction of travel); two people were taken to the hospital, extensive damage to front end of the southbound car, damage to side of other car; my notes ask whether another car had been involved, but removed

(3) Chesapeake-41st Street-Belt Road

I have no accident data on this intersection, nor is it in my single Member District, but I have experienced conflicts between westbound traffic on Chesapeake and southbound traffic on Belt Road, most of which turns left onto eastbound Chesapeake Street. The two-story building at the corner is very close to the street, making this a blind corner. My question is: should Belt Road be made one-way north (like 41st Street between Brandywine and Chesapeake) and 41st Street between Chesapeake and Davenport made either two-way or one-way southbound?

Regards,  
Cathy Wiss  
Commissioner, ANC 3F06

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-----Original Message-----

**From:** mjlanedc@comcast.net [mailto:mjlanedc@comcast.net]  
**Sent:** Thursday, October 21, 2004 7:29 PM  
**To:** Bullock, John (DDOT)  
**Cc:** anc3b@aol.com; cjlively@aol.com  
**Subject:** Wisc Ave Transportation Study: Glover Park Additions

Hi John,

With respect to Glover Park, would you add the following problematic intersection has one to be studied:

Intersection of 37th Street and Tunlaw Road

Also, would you add the following streets to the list of streets in need of paving:

2100-2200 Blocks of 37th Street, NW

2000-2100 Block (?) of Tunlaw Road, NW (Basically the 2 blocks south of 37th Street)

3900-4000 Blocks of Calvert Street, NW

Thanks for your help.

Melissa Lane.

ANC 3B

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-----Original Message-----

From: Frankel, David P. [<mailto:DFRANKEL@ftc.gov>]

Sent: Friday, October 22, 2004 10:55 AM

To: John.Bullock@dc.gov

Cc: Amy McVey; chapmantodd@yahoo.com; lucy.eldridge@verizon.net; AmyHoangDC3E02@aol.com; schumannwiss@juno.com; AHG71139@aol.com; nmacwood@aol.com; Marilyn Simon; Gina Mirigliano; Carolyn Sherman; Bruce Lowrey; Lou Wolf; Jane Waldmann; Anne Sullivan; Ellen Loughran; Mary Alice Levine; Matt Pavuk; Douglas Wonderlic; Barry L. Berman; Margaret; Greg Pickens; bbaldwin@imf.org; Andrew.altman@dc.gov; Ellen.McCarthy@dc.gov; cindy.petkac@dc.gov; Stephen.Cochran@dc.gov; KathyPatterson (COUNCIL); Pagano, Penny (COUNCIL); Cole, Michelle (COUNCIL); Votekwamebrown@aol.com; pmendelson@dccouncil.us; carol.schwartz@dc.gov; Councilmember Catania (At Large) (dcatania@dccouncil.washington.dc.us); lcropp@dccouncil.us; afenty@dccouncil.us; Graham, Jim (COUNCIL); dan.tangherlini@dc.gov; Bachman, Janet; trudyreeves@yahoo.com; SN3MACD@aol.com; Carol Cummins

Subject: Wisconsin Avenue Corridor Transportation Study

Dear John:

Please accept this message as an additional public comment on the proposed Wisconsin Avenue Corridor Transportation Study ("WACTS"). I request that this comment be placed on the public record and implemented into the WACTS.

During the first public meeting to discuss the WACTS on October 6, 2004, a resident asked the Louis Berger representative how the WACTS will take into account inclement weather (e.g., rain, snow, fog, ice) and other factors that impact on the flow of traffic on and around Wisconsin Avenue. The Louis Berger representative responded that they do their traffic simulations under the assumption that the weather is nice and that there are no problems on Metro or elsewhere that could yield additional traffic or traffic delays in the WACTS area.

This morning, residents experienced yet another of an increasing number of significant problems on the Metrorail system. Because of a track problem at the Judiciary Square station on the Red Line, there were substantial delays along the entire Red Line in both directions as Metro officials had to "single track" all trains between Dupont Circle and Union Station. My Metro commute usually takes me about 40 minutes door to door. Today, it took 100 minutes and I had to exit the Metro system two stops before my regular stop and walk a substantial distance to my workplace.

These sorts of Metro delays are becoming increasingly common as Metro's infrastructure deteriorates and as capital improvements are delayed. Undoubtedly, these delays cause more people to drive their cars and

add further congestion to Wisconsin Avenue and nearby streets. This, in turn, leads to further delays for drivers on Wisconsin Avenue and additional cut-through traffic on residential streets.

It is unrealistic and overly optimistic for the WACTS to assume only that the weather is nice and that Metro is operating at its optimum level. Surely you can find out how frequently the Washington Metropolitan area experiences inclement weather and how frequently Metrorail experiences significant delays. These conditions must be factored into the WACTS to provide a more accurate picture of the traffic situation on and around Wisconsin Avenue.

Respectfully submitted,

David P. Frankel

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-----Original Message-----

From: Cheryl Cort [<mailto:ccort@washingtonregion.net>]

Sent: Friday, November 05, 2004 3:02 PM

To: John.Bullock@dc.gov

Subject: Preliminary Comments on Wisconsin Avenue Transportation Study (Oct 2004 draft)

John: I will clean this up & submit it formally on Monday, but since time is running out, I thought I should send you my draft now.

Preliminary Comments on Wisconsin Avenue Transportation Study (Oct 2004 draft)

The purpose of the study appears to essentially be "how can this community serve more cars?" rather than "how can the transportation system serve this community?" We believe that the purpose and performance measures of this study will not lead to an improvement in the quality of life of for neighborhoods along the Upper Wisconsin Avenue Corridor, but will lead to increased traffic volumes, no improvement in bus service, worsened pedestrian and bicycling environment. As an alternative to a suburban-oriented traffic management approach which aims to move more vehicular traffic through intersections at higher speeds, we recommend focusing traffic management and transportation infrastructure around improving the quality of life of the community - namely its walkability, bikability, access and reliability of transit, along with safe movement of private vehicles. Paramount in this is safety. Safety should be measured by the avoidance and minimization of injury collisions and fatalities, not total number of collisions.

We are disappointed that the purpose for this scope fails to follow the purpose of most other neighborhood scopes of work which focus on how transportation is to serve a community, rather than how a community is to serve the movement of vehicles through the community. The scope of work for the Columbia Heights and U Street studies are examples of these approaches to transportation.

For the study purpose, we specifically recommend adding the goal of creating a safe and attractive walking and bicycling environment, safe access to transit and improved reliability of transit vehicles in and through the community, and reduction of vehicle trips. We suggest making major arterials and bus routes transit priority streets. A Transit Level of Service (LOS) should be used to evaluate infrastructure improvements to improve the performance of transit service, including walk/bike access to transit stops and stations. For non-transit priority streets, we recommend ensuring the pedestrian safety and comfort are the top priority for any infrastructure improvements. A pedestrian LOS has been developed by the State of Florida and should be applied here. Lastly, bicycle LOS should be a priority, for the study area.

Again the State of Florida's LOS for bicycles can be used to evaluate appropriate improvements to accomplish a safer and more attractive bicycling environment.

For this approach see: City of Palo Alto "Presentation of Transportation System Performance Indicators and Study Session on Transportation Project Prioritization - October 30, 2002": [http://www.city.palo-alto.ca.us/transportation/strategicplan/doc/Report\\_to\\_P](http://www.city.palo-alto.ca.us/transportation/strategicplan/doc/Report_to_P)  
TC\_Transportation\_Implementation\_Plan\_10-30-02.pdf

The current emphasis on conventional LOS for vehicles will lead to more vehicular traffic, less walking and bicycling - in sum a degradation of the quality of life. Using quantifiable measures which only track movements of vehicles will penalize other travel modes that urban communities seek to encourage (walking, biking and transit). Transit vehicle service will also be compromised as walk/bike access to bus stops and Metrorail will be degraded in favor of streets and intersections favoring higher volume, higher speed private vehicle movements.

The purpose of addressing concerns of "insufficient parking spaces" is a poorly defined measure. We suggest clarifying the question of parking availability and management by stating that the study should investigate and make recommendations to: "promote parking availability for priority users." We suggest that priority users are residents and short-term customers. The pricing of parking - whether or not current users are aware of the cost of parking - must be included in any evaluation of parking availability. Opportunity cost should be included for surface lots, the cost to construct and maintain on- and off-street spaces should also be included. Who pays for these costs should also be assessed. For example a resident with an RPP sticker pays \$15/year for the privilege of parking on public streets, whereas a resident of an apartment building with structure parking may pay \$100/month, or purchase a space for \$25,000. All of these costs, and who pays them are important variables in any analysis assessing parking availability, turnover, and sufficiency. It is inadequate to assess demand for parking for any user for free.

RE: Development Scenarios: we suggest adding a Transportation Demand Management (TDM) scenario, which seeks to use state-of-the-art practice to minimize vehicle trips. This TDM scenario should limit new parking, more effectively manage on-street parking, and provide trip reduction measures through investments in transit passes, spaces for ZipCar and FlexCar, and discounts for these short-term car rental services for new residents. Other parking management techniques allocating new RPP stickers for new residents based on available on-street curbspace supply. These permits can be allocated through market-rate pricing. All existing residents can maintain the current number of RPP stickers for \$15/year as long as they reside at their residence. \_\_\_\_\_ Cheryl Cort Executive Director  
Washington Regional Network for Livable Communities NOTE NEW NUMBERS: Tel. 202-244-1105  
Fax: 202-244-4225

New Address:  
4000 Albemarle Street, NW, Suite 305  
Washington DC, 20016

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-----Original Message-----

From: Agcatp2@aol.com [<mailto:Agcatp2@aol.com>]

Sent: Tuesday, November 09, 2004 10:43 PM

To: John.Bullock@dc.gov; ccort@washingtonregion.net; Ron@NewLegacyPartners.com

Cc: agcatp2@aol.com

Subject: Final Wash Regional Network/Ward 3 S.G. Coalition UWACS Comments

John:

Please see attached the final joint comments from Cheryl Cort and me of the Washington Regional Network for Livable Communities (WRN) and Ron Eichner of the Ward 3 Smart Growth Coalition on the draft Upper Wisconsin Ave Corridor Transportation Study. We would be happy to discuss these with you and others or to otherwise constructively participate in the process. Cheryl's and Ron's e-mail addresses are above, I can be reached by responding to this message, and WRN can be reached by telephone at 202-244-1105. Thank you in advance for your consideration of our comments.

Sincerely,  
Allen Greenberg

**WASHINGTON REGIONAL NETWORK  
FOR LIVABLE COMMUNITIES**

4000 ALBEMARLE ST, NW, SUITE 305, WASHINGTON, D.C. 20016  
PHONE: 202/244-1105 FAX: 202/244-4225  
EMAIL: [staff@washingtonregion.net](mailto:staff@washingtonregion.net)  
WEB: [www.washingtonregion.net](http://www.washingtonregion.net)

**Memorandum**

TO: John Bullock, DDOT  
FROM: Cheryl Cort and Allen Greenberg, WRN, and Ronald Eichner, Ward 3 Smart Growth Coalition  
DATE: November 9, 2004  
RE: Comments on the October 2004 Draft Wisconsin Avenue Corridor Transportation Study

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**STUDY PURPOSE AND APPROACH**

*The purpose of the study appears to essentially be “how can this community serve more cars?” rather than “how can the transportation system serve this community?”* The purpose and performance measures of this study are better suited to a suburban-oriented traffic management approach that aims to move more vehicular traffic through intersections at higher speeds and will not lead to an improvement in the quality of life of neighborhoods along the Upper Wisconsin Avenue Corridor. Instead, it is more likely to lead to increased traffic volumes, no or uncertain improvements to bus service, and a worsened pedestrian and bicycling environment. As an alternative, we recommend focusing traffic management and transportation infrastructure improvements around improving community quality of life and safety – namely its walkability, bikability, and access to reliable transit, along with the efficient and safe movement of private vehicles.

We are disappointed that the proposed study purpose fails to follow the more progressive approach of other recent D.C. Department of Transportation (DDOT) studies focusing on how transportation can serve a community, rather than how a community is to serve the movement of vehicles through it. The scope of work for the Columbia Heights and U Street studies are examples of more community-oriented approaches to transportation. See the *Statement of Purpose Comparison*, Appendix A, following these comments.

*We strongly recommend adding the goals of creating a safe and attractive walking and bicycling environment, safe access to transit, improved transit reliability, and reduction of motor vehicle trips.* The current emphasis on conventional Level of Service (LOS) for vehicles will lead to more vehicular traffic and less walking and bicycling – in sum a degradation of the quality of life. Using quantifiable measures that only track movements of vehicles will penalize other travel modes that urban communities seek to encourage (walking, bicycling and transit). Transit service will be compromised,



as walk/bike access to bus stops and Metrorail will be degraded in favor of streets and intersections prioritizing higher volume and higher speed private vehicle movements instead of person-throughput and neighborhood livability. In addition to conventional LOS, we suggest also measuring Transit LOS, including walk/bike access to transit stops and stations, Pedestrian LOS and Bicycle LOS (measures for the latter two have been developed by the State of Florida) to evaluate infrastructure improvements regardless of their intended purpose.

**TABLE 1: DRAFT STRATEGIC PERFORMANCE INDICATORS**

Objective	Strategic Indicator	Description	Targets
Reduce vehicle trips	Annual vehicle trips	To hold total vehicle trips at not more than 2002 levels, even with population & employment growth	TBD
Reduce reliance on single-occupancy vehicles	Single-occupancy vehicle mode share	To reduce mode share of SOV trips	TBD
Improve conditions for pedestrians	Pedestrian LOS	To increase the proportion of commercial streets with Pedestrian LOS A or B To increase the proportion of other defined key pedestrian routes with Pedestrian LOS A, B or C	TBD
Improve conditions for bicyclists	Bicycle LOS	To increase the proportion of surface streets with Bicycle LOS A or B	TBD
Improve conditions for transit users	Transit LOS	To increase the proportion of transit service within the community with Transit LOS A, B or C	TBD
Improve travel safety	Injuries and fatalities	To reduce the annual number of collisions involving injury To reduce the annual number of traffic fatalities	TBD
Promote a healthy & safe school commute	% of students traveling to DC schools by foot, bicycle, or transit	To increase the proportion of students traveling to DC schools by foot, bicycle, or transit	TBD

Source: Draft Transportation Implementation Plan, City of Palo Alto, 2002 (consultant: Nelson/Nygaard Consulting Associates)

Table 1 shows the objectives and strategic performance indicators used to evaluate how different actions will achieve community goals. Similar performance indicators are being used in the Cities of Seattle, Washington, and Palo Alto, California.

*Attempting to address concerns of “insufficient parking spaces” will be fruitless, unless the measure is better defined.* We suggest clarifying the question of parking availability by stating that the study should investigate and make recommendations to: “promote parking availability for priority users,” such as residents and short-term customers. Parking solutions should include management practices such as enforcement, retail shop validation programs, residential parking permits (RPP), and pricing, as well as provision of new parking spaces. The study should recognize the increased traffic that is generated by enlarging parking supply. It should also recognize that there are high costs involved in building and managing new parking, and that on-street and other parking spaces are too valuable to use inefficiently, such as for a retail store employee parking on-street all day in a popular commercial area.

Given both the cost and value of parking, it is important that appropriate pricing of parking be considered when assessing parking availability, turnover, and sufficiency.

## DEVELOPMENT SCENARIOS

We suggest two additional development scenarios.

**UWACS growth projections/Transportation Demand Management:** First, we suggest a scenario that includes the currently proposed increase in the quantity of housing, office, and retail space, coupled with aggressive transportation demand management (TDM) measures to reduce traffic impacts. This realistic growth with TDM scenario could be implemented by requiring developers to assist with curtailing traffic impacts of development. The amount of new off-street car parking would be aggressively capped, the District would more effectively manage on-street parking, the provision of secure bicycle parking would be required, and developers would be obligated to apply some of their savings from reduced car parking to subsidize resident/employee transit passes and to provide reserved parking spaces for ZipCar and FlexCar vehicles and support to new residents and employees to use these short-term car rental services. Other parking management techniques that should be evaluated under this scenario include allocating, through market-rate pricing, RPP stickers for new residents based on available on-street curb-space supply. All existing residents could maintain their current number of RPP stickers for \$15/year as long as they remain at their residence.

**Matter-of-Right Scenario:** The second scenario would look at the base case of no changes to existing zoning. While this lower build-out option would mean fewer people living and working in the area than under the UWACS proposal, it would also mean an increase in the proportion of traffic that is merely cutting through and making no contribution to, and indeed degrading, the neighborhood. New residents who might have lived within walking distance of high-frequency bus and rail service, stores, schools and services would instead need to rely more on private vehicle trips to meet their daily needs, increasing commuter traffic, adversely affecting air quality, and promoting increased sprawl.

*The full range of impacts from all scenarios should be evaluated*, including the differences in resulting population, District tax collection, per capita vehicle miles traveled (VMT) and vehicle trips (VT), and emissions. Additionally, projections of the impacts of all of the scenarios on each of the Table 1 strategic performance indicators should be made as part of the study.

## APPENDIX A

**Statements of Purpose Comparison.** The following are “Statements of Purpose” from the Scope of Services for Transportation and Parking studies advertised by DDOT. The first is from the proposed UWACS study and it clearly focuses on how to accommodate automobiles in a conventional suburban manner. The second is the U Street/Shaw Study which takes a comprehensive and progressive approach to improving the City.

**UWACS Study:** DDOT proposes to investigate transportation management improvements in the Wisconsin Avenue Corridor Area and traffic and parking management in surrounding neighborhoods. These efforts are in response to Ward 3 citizen concerns regarding traffic congestion, speeding, neighborhood cut through traffic, insufficient parking spaces in the study area, and the potential exacerbation of all these issues related to anticipated development in the Tenleytown Metro area. The purpose of the study is to examine existing and future traffic conditions in the study area and to determine short-term and long-term traffic management and infrastructure improvements to reduce traffic congestion, especially during peak morning and evening travel hours and Saturday mid-day; improve traffic and pedestrian safety; and protect surrounding residential streets from traffic impacts.

**U Street/Shaw/Howard University Transportation and Parking Study Scope of Work, March 2004:** DDOT is seeking to create a multi-modal transportation design and parking management plan for

the Historic U Street/Shaw/Howard University Transportation and Parking study area. The study area is experiencing new investment that will significantly expand the residential base, commercial activity, and retail space especially on 14th Street, U Street, Florida Avenue and 7th Street, NW. Planned development will generate greater volumes of and conflicts between autos, pedestrians, bicycles, and transit trips within the area.

The consultant will develop a multi-modal transportation design and parking management plan that will focus on preserving, strengthening or creating a vibrant diversified residential and commercial neighborhood, while at the same time, improving the efficiency of movement of all modes through the neighborhood commercial center as part of a city, and regional transportation system. DDOT seeks a study that will recommend balanced physical design and management strategies that encourage the efficient and safe movement of all users and achieve the following goals:

- Reinforces and defines a sense of place and uniqueness of U Street/Shaw/Howard University areas that supports a diversity of uses and activities;
- Recognizes the role of the roadways, transit linkages, and bike and pedestrian pathways within the study area as an integral component in the overall city and regional transportation system and maintains or improves their function and efficiency as a part of the system;
- Investigates and balances safe and efficient pedestrian, bicycle, transit, and auto movement through and within the study area;
- Establishes a flexible, demand-management based parking strategy and implementation plan that supports new and existing retail and residential uses;
- Explicitly encourages the use of transit and enhances transit efficiency, and; creates a safe, inviting, and interesting neighborhood that supports a diversity of uses and activities.

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-----Original Message-----

**From:** CJLIVELY@aol.com [mailto:CJLIVELY@aol.com]

**Sent:** Thursday, November 11, 2004 7:14 AM

**To:** John.Bullock@dc.gov; AHG71139@aol.com; Cartermohnkern@aol.com; schumannwiss@juno.com; cris.fromboluti@hok.com; jerry@sambergfdn.org; karenperry2@juno.com; Lucy.Eldridge@verizon.net; Nmacwood@aol.com; trudyreeves@yahoo.com; mjlaneus@netscape.net; amybmcvey@msn.com; RFPboss@aol.com

**Subject:** Re: Wisconsin Avenue Corridor Transportation Study

Thanks for the update John.

I ask again that the intersection to Whole Foods, number 22 on the Data Collection Map, be reclassified as Glover Park, NOT Georgetown.

Thank you

Christopher Lively  
ANC 3B05

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-----Original Message-----

**From:** catherine j wiss [mailto:schumannwiss@juno.com]

**Sent:** Friday, November 19, 2004 1:45 PM

**To:** John.Bullock@dc.gov

**Subject:** Letter to DDOT re: Intersection of Nebraska-Albemarle-39th-Grant Road Attached

John,

Attached is a copy of a letter I faxed to you, Dan Tangherlini, and Ken Laden. At our ANC meeting Monday night, ANC 3F voted 6-0-0, with a quorum present, to request that the Wisconsin Avenue Corridor Transportation Study make sure to include 39th Street and Grant Road in the analysis of the Nebraska Avenue - Albemarle Street intersection.

Regards,  
Cathy Wiss  
Commissioner, ANC 3F06

Government of the District of Columbia  
**ADVISORY NEIGHBORHOOD COMMISSION 3F**  
*North Cleveland Park ?Forest Hills ?Tenleytown*

3F01 - Carl R. Kessler, Treasurer  
3F02 - Karen L. Perry, Chair  
3F03 - Robert V. Maudlin  
3F04 - David J. Bardin, Vice Chair  
3F05 - Judith M. Bernardi  
3F06 - Catherine J. Wiss, Secretary  
3F07 - Stephen N. Dennis



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No. 244  
Washington, D.C. 20008-2322  
web site: [www.anc3f.org](http://www.anc3f.org)  
e-mail: [ANC3F@juno.com](mailto:ANC3F@juno.com)  
Phone: 202.363.6120  
Fax: 202.686.7237

November 18, 2004

Dan Tangherlini, Director  
D.C. Department of Transportation  
2000 - 14<sup>th</sup> Street, N.W.  
Washington, D.C. 20009

**Re: Wisconsin Avenue Corridor Transportation Study**

Dear Mr. Tangherlini:

At a duly noticed public meeting on November 15, 2004, ANC 3F voted unanimously, 6-0-0, to request that in analyzing the Nebraska Avenue - Albemarle Street intersection for the Wisconsin Avenue Corridor Transportation Study, your department also include analysis of the 39<sup>th</sup> Street and Grant Road legs of this multi-street intersection.

Thirty-ninth Street crosses Albemarle Street less than 40 feet east of Nebraska Avenue. Grant Road intersects the short spur of 39<sup>th</sup> Street between Albemarle Street and Nebraska Avenue. For years residents have complained to ANC 3F of accidents and near misses at each of the crossings. The dynamics of the intersection of Nebraska Avenue and Albemarle Street cannot be understood without also considering the relationship between these streets and 39<sup>th</sup> Street and Grant Road.

Sincerely,

Cathy Wiss  
Secretary, ANC 3F

Cc: Ken Laden  
John Bullock  
Kathy Patterson

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-----Original Message-----

**From:** catherine j wiss [mailto:schumannwiss@juno.com]

**Sent:** Friday, November 19, 2004 3:00 PM

**To:** John.Bullock@dc.gov

**Cc:** kenneth.laden@dc.gov; anc3f@juno.com; maudlin@alum.mit.edu; anc3f01@starpower.net; DavidBardin@aol.com; Bardin.David@arentfox.com; KarenPerry2@juno.com; rberna3627@aol.com; sndesq@starpower.net

**Subject:** Analysis of Traffic Data for the intersection of Van Ness Street and Reno Road

Dear John,

At our ANC meeting Monday night, Commissioners discussed whether we should request that DDOT study the Van Ness Street - Reno Road intersection as part of the Wisconsin Avenue Corridor Transportation Study, but decided not to on the belief that a recommendation had already been made about this intersection in the Connecticut Avenue Traffic Study conducted by DMJM+Harris, Inc. My review of the Connecticut Avenue Study shows that no recommendations were made for this intersection, except to construct a concrete bus pad, although traffic volume and turning movements were counted.

At the October 6 scoping meeting, I had requested that this intersection be studied as one of the ten additional intersections in the Wisconsin Avenue Study. It carries a very high volume of traffic especially during morning and evening peak hours. Queues stretch for blocks in several directions. Not only is the volume higher than many of the intersections chosen for the study, this intersection, located in Tenleytown, is much closer to anticipated development than those selected in Cleveland Park and Glover Park. A year ago today, residents of Van Ness and Veazey Streets met with Ken Laden and Colleen Smith Hawkinson because of their concern that traffic would be diverted to their streets if traffic calming devices were installed on Upton Street as recommended. They already experience significant cut-through traffic from cars trying to avoid the traffic light at Reno and Van Ness, as do residents of Warren, Windom, Yuma, 37th, and 38th Streets.

At the November 19, 2003, meeting, DDOT agreed to collect baseline data on the impact of the Upton Street traffic calming devices. The following locations were chosen:

1. Van Ness between Reno Road and 37th Street
2. 37th Street between Upton and Van Ness
3. 38th Street between Van Ness and Veazey
4. Veazey between 38th and 37th Streets

Counts were taken in late April and early May 2004. DDOT promised that comparative data would be collected six months after the traffic calming devices are installed. (So far, they have not been installed.)

At a minimum, DDOT should use the data already collected, as well as that to be collected after the traffic calming devices are installed, to project what impact development on the Wisconsin Avenue corridor will have on the Van Ness - Reno Road intersection and on the neighborhood I represent. Reno Road is one of the arteries that carries traffic from Maryland and nearby neighborhoods to downtown. Many commuters use it as an alternative when traffic is slowed on Wisconsin and Connecticut Avenues. Van Ness is a cross-town collector carrying traffic between Wisconsin and Connecticut Avenues. It is a bus route. It also brings employees to the embassies in the International Center, which may see development in the next ten years. No traffic study in SMD 3F06 would be complete without analysis of this intersection.

Thank you,  
Cathy Wiss  
Commissioner, SMD 3F06

-----Original Message-----

**From:** catherine j wiss [mailto:schumannwiss@juno.com]

**Sent:** Tuesday, November 23, 2004 2:55 PM

**To:** John.Bullock@dc.gov; Kim, Ji Youn

**Cc:** anc3f@juno.com; maudlin@alum.mit.edu; anc3f01@starpower.net; DavidBardin@aol.com; Bardin.David@arentfox.com; KarenPerry2@juno.com; rberna3627@aol.com; sndesq@starpower.net; dan.tangherlini@dc.gov; ken.laden@dc.gov; KDH20016@aol.com; levines5@starpower.net; GMarieW@aol.com; bvns@worldnet.att.net

**Subject:** Re: 39th and Grant / Van Ness and Reno

Residents have always considered the intersection of Albemarle Street and Nebraska Avenue to include its 39th Street and Grant Road legs. Some call it "seven corners". Although others often speak of the intersection as "Albemarle and Nebraska", they really mean all four streets because that is what makes this a complex intersection. Queues on Albemarle produce queues on 39th Street, and some of those queues can produce queues on Grant Road. Thirty-ninth Street is a major cut-through street for northbound Wisconsin Avenue traffic trying to avoid Tenley Circle. I realize that the intersection of 39th Street and Grant Road itself is not busy, but cars trying to access Grant Road from Albemarle Street (via 39th Street) cause confusion and sometimes accidents at the other crossings. In addition, Albemarle Street is the major pedestrian corridor for people walking to the Metro from the neighborhood east of Wisconsin Avenue. Pedestrians have to cross several streets in close succession through traffic going in many different directions.

You may have noted in my October 22 e-mail (in which I call this intersection "Albemarle-Nebraska-39th-Grant Road") that the majority of the accidents I listed occurred at Albemarle and *39th Street*, not Albemarle and Nebraska Avenue. Indeed, at the October 6 meeting I mentioned that a dog had just been hit at this intersection. He was hit crossing Albemarle Street at *39th Street* (in the crosswalk, with his owner; accident not reported to MPD, but I saw the injury) by a westbound car traveling in the eastbound lane.

I appreciate that the Study Team will conduct some observations of 39th Street and Grant Road in connection with the study of the intersection of Albemarle and Nebraska, as well as the intersection of Van Ness and Reno. As a commissioner, I will have to evaluate any recommendation coming out of the study in light of the effect I believe it will have on these intersections, whether or not data has been collected.

Regards,  
Cathy Wiss  
Commissioner, ANC 3F06

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-----Original Message-----

**From:** Frankel, David P. [mailto:DFRANKEL@ftc.gov]

**Sent:** Friday, January 14, 2005 12:44 PM

**To:** Bullock, John (DDOT); Laden, Ken (DDOT)

**Cc:** amybmvey@msn.com; chapmantodd@yahoo.com; lucy.eldridge@verizon.net; AmyHoangDC3E02@aol.com; schumannwiss@juno.com; AHG71139@aol.com; glm990@yahoo.com; sherman2@bellatlantic.net; bruce.lowrey@navy.mil; LOUISWOLF@aol.com; acsullivan@starpower.net; Marymillott@aol.com; maryalicelevine@starpower.net; dougwonderlic@earthlink.net; berman@gwu.edu; Margscha@aol.com; greg\_j\_pickens@yahoo.com; bbaldwin@imf.org; Mendelson, Phil (COUNCIL); carol.schwartz@dc.gov; Catania, David (COUNCIL); Cropp, Linda (COUNCIL); Fenty, Adrian (COUNCIL); Graham, Jim (COUNCIL); Tangherlini, Dan

(DDOT); jbachman@aiadc.org; trudyreeves@yahoo.com; Sn3macd@aol.com; Cummins1@aol.com; Pavukmatt@aol.com; Brown, Kwame (COUNCIL); ANCAAnne@aol.com; Kim, Ji Youn; medmondson@comcast.net; jciw-centernet@erols.com; medmondson@comcast.net; CooperJM@aol.com; dcreardons@comcast.net; dschein@worldbank.org; gclingham@hotmail.com; jtcarlso@ida.org; lionhart@speakeasy.net; marypatsel@starpower.net; mmclingham@hotmail.com; pmc20015@yahoo.com; rje@mitre.org; srmacknight@earthlink.net; wendymaiorana@hotmail.com; Antnbyrne@aol.com; Crabtree, Mike; Joan Oshinsky; tboley@capitalbenefitscorp.com; MJSimon524@aol.com; Jean Pablo; Nmacwood@aol.com; Marilyn Simon; McCarthy, Ellen (OP); Cochran, Stephen (OP); Fondersmith, John (OP); Taylor, Rosalynn (OP); Petkac, Cindy (OP); Altman, Andrew (OP)  
Subject: Wisconsin Avenue Corridor Transportation Study

Dear Messrs. Bullock and Laden:

I have received and read the postcard notice of DDOT's Public Meeting for the Wisconsin Avenue Corridor Transportation Study set for 6:30 p.m. on January 19th (at St. Ann's Academy, 4404 Wisconsin Ave.) and January 27th (at Guy Mason Rec Center, 3600 Calvert St., NW). I have two questions:

First, the postcard states that the WACTS was conducted in relation "to the anticipated development in the Tenleytown Metro area." The postcard does not mention the anticipated development in the Friendship Heights, Maryland and DC areas (or any other areas adjacent to the Tenleytown area). Is this simply an innocent omission or does it mean that the study is not taking into account proposed or possible development outside of Tenleytown that impacts on Tenleytown?

Second, various community members have asked DDOT and OP time, after time, after time about doing an addendum to the Friendship Heights Transportation Study to take care of various obvious omissions and mistakes in that study. Former OP Director Andrew Altman promised the UWACS Steering Committee during its last meeting that this would be done; yet, we have heard nothing from DDOT or OP about it. What is the status of the FHTS?

Sincerely,

David P. Frankel

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-----Original Message-----

From: Frankel, David P. [mailto:DFRANKEL@ftc.gov]

Sent: Friday, January 14, 2005 1:28 PM

To: Bullock, John (DDOT); Laden, Ken (DDOT)

Cc: amybmvey@msn.com; chapmantodd@yahoo.com; lucy.eldridge@verizon.net;

AmyHoangDC3E02@aol.com; schumannwiss@juno.com; AHG71139@aol.com; glm990@yahoo.com;

sherman2@bellatlantic.net; bruce.lowrey@navy.mil; LOUISWOLF@aol.com;

acsullivan@starpower.net; Marymillott@aol.com; maryalicelevine@starpower.net;

dougwonderlic@earthlink.net; berman@gwu.edu; Margscha@aol.com; greg\_j\_pickens@yahoo.com;

bbaldwin@imf.org; Mendelson, Phil (COUNCIL); carol.schwartz@dc.gov; Catania, David (COUNCIL);

Cropp, Linda (COUNCIL); Fenty, Adrian (COUNCIL); Graham, Jim (COUNCIL); Tangherlini, Dan

(DDOT); jbachman@aiadc.org; trudyreeves@yahoo.com; Sn3macd@aol.com; Cummins1@aol.com;

Pavukmatt@aol.com; Brown, Kwame (COUNCIL); ANCAAnne@aol.com; Kim, Ji Youn;

medmondson@comcast.net; jciw-centernet@erols.com; medmondson@comcast.net;

CooperJM@aol.com; dcreardons@comcast.net; dschein@worldbank.org; gclingham@hotmail.com;

jtcarlso@ida.org; lionhart@speakeasy.net; marypatsel@starpower.net; mmclingham@hotmail.com; pmc20015@yahoo.com; rje@mitre.org; srmacknight@earthlink.net; wendymaiorana@hotmail.com; Antnbyrne@aol.com; Crabtree, Mike; Joan Oshinsky; tboley@capitalbenefitscorp.com; MJSimon524@aol.com; Jean Pablo; Nmacwood@aol.com; Marilyn Simon; McCarthy, Ellen (OP); Cochran, Stephen (OP); Fondersmith, John (OP); Taylor, Rosalynn (OP); Petkac, Cindy (OP); Altman, Andrew (OP)

Subject: RE: Wisconsin Avenue Corridor Transportation Study

Dear Messrs. Bullock and Laden:

I have read Mr. Bullock's reply to Ms. Simon and I have a very simple follow-up question: Is the proposed new development of 810,000 square feet of office space plus 500 residential units for the GEICO site (near the intersection of Western and Wisconsin Avenues) included for traffic calculation purposes in the Wisconsin Avenue Corridor Transportation Study? While I do not wish to limit your response in any way, a simple "yes" or "no" response might suffice.

I have copied Ms. Kim of The Louis Berger Group (one of your consultants) on this message to facilitate your response.

Sincerely,

David P. Frankel

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-----Original Message-----

From: Frankel, David P. [mailto:DFRANKEL@ftc.gov]

Sent: Friday, January 14, 2005 5:19 PM

To: Laden, Ken (DDOT)

Cc: amybmvey@msn.com; chapmantodd@yahoo.com; lucy.eldridge@verizon.net; AmyHoangDC3E02@aol.com; schumannwiss@juno.com; AHG71139@aol.com; glm990@yahoo.com; sherman2@bellatlantic.net; bruce.lowrey@navy.mil; LOUISWOLF@aol.com; acsullivan@starpower.net; Marymillott@aol.com; maryalicelevine@starpower.net; dougwonderlic@earthlink.net; berman@gwu.edu; Margscha@aol.com; greg\_j\_pickens@yahoo.com; bbaldwin@imf.org; Mendelson, Phil (COUNCIL); carol.schwartz@dc.gov; Catania, David (COUNCIL); Cropp, Linda (COUNCIL); Fenty, Adrian (COUNCIL); Graham, Jim (COUNCIL); Tangherlini, Dan (DDOT); jbachman@aia.org; trudyreeves@yahoo.com; Sn3macd@aol.com; Cummins1@aol.com; Pavukmatt@aol.com; Brown, Kwame (COUNCIL); ANCAne@aol.com; Kim, Ji Youn; medmondson@comcast.net; jciw-centernet@erols.com; medmondson@comcast.net; CooperJM@aol.com; dcreardons@comcast.net; dschein@worldbank.org; gclingham@hotmail.com; jtcarlso@ida.org; lionhart@speakeasy.net; marypatsel@starpower.net; mmclingham@hotmail.com; pmc20015@yahoo.com; rje@mitre.org; srmacknight@earthlink.net; wendymaiorana@hotmail.com; Antnbyrne@aol.com; Crabtree, Mike; Joan Oshinsky; tboley@capitalbenefitscorp.com; MJSimon524@aol.com; Jean Pablo; Nmacwood@aol.com; Marilyn Simon; McCarthy, Ellen (OP); Cochran, Stephen (OP); Fondersmith, John (OP); Taylor, Rosalynn (OP); Petkac, Cindy (OP); Altman, Andrew (OP); Bullock, John (DDOT)

Subject: RE: Wisconsin Avenue Corridor Transportation Study

Dear Mr. Laden:



Since we are only two business days away from the first WACTS public meeting (Wednesday, January 19th) during which there will be a presentation of "an analysis of existing traffic conditions, future conditions analysis and general improvement ideas" it is important that you quickly circulate to the community and make available on your web site the projects that DDOT is taking account of as part of its transportation study. Is it possible for your consultants at The Louis Berger Group to present DDOT-approved "future conditions analysis" if they obtain the project information from the Office of Planning so late?

Sincerely,

David P. Frankel

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-----Original Message-----

From: Marilyn Simon [mailto:Marilyn.Simon@fcc.gov]

Sent: Friday, January 14, 2005 5:24 PM

To: Frankel, David P.; Laden, Ken (DDOT)

Cc: amybmcevey@msn.com; chapmantodd@yahoo.com; lucy.eldridge@verizon.net; AmyHoangDC3E02@aol.com; schumannwiss@juno.com; AHG71139@aol.com; glm990@yahoo.com; sherman2@bellatlantic.net; bruce.lowrey@navy.mil; LOUISWOLF@aol.com; acsullivan@starpower.net; Marymillott@aol.com; maryalicelevine@starpower.net; dougwonderlic@earthlink.net; berman@gwu.edu; Margscha@aol.com; greg\_j\_pickens@yahoo.com; bbaldwin@imf.org; Mendelson, Phil (COUNCIL); carol.schwartz@dc.gov; Catania, David (COUNCIL); Cropp, Linda (COUNCIL); Fenty, Adrian (COUNCIL); Graham, Jim (COUNCIL); Tangherlini, Dan (DDOT); jbachman@aiadc.org; trudyreeves@yahoo.com; Sn3macd@aol.com; Cummins1@aol.com; Pavukmatt@aol.com; Brown, Kwame (COUNCIL); ANCAAnne@aol.com; Kim, Ji Youn; medmondson@comcast.net; jciw-centernet@erols.com; medmondson@comcast.net; CooperJM@aol.com; dcreardons@comcast.net; dschein@worldbank.org; gclingham@hotmail.com; jtcarlso@ida.org; lionhart@speakeasy.net; marypatsel@starpower.net; mmclingham@hotmail.com; pmc20015@yahoo.com; rje@mitre.org; srmacknight@earthlink.net; wendymaiorana@hotmail.com; Antnbyrne@aol.com; Crabtree, Mike; Joan Oshinsky; tboley@capitalbenefitscorp.com; MJSimon524@aol.com; Jean Pablo; Nmacwood@aol.com; McCarthy, Ellen (OP); Cochran, Stephen (OP); Fondersmith, John (OP); Taylor, Rosalynn (OP); Petkac, Cindy (OP); Altman, Andrew (OP); Bullock, John (DDOT)

Subject: RE: Wisconsin Avenue Corridor Transportation Study

Good message. Should someone point out that the study is being done at the request of the community to evaluate the infrastructure.

If he agrees that the community, i.e., the client, will view the list of what they are including as incomplete, how can he possibly justify going ahead with the project. We, and not OP, are the client for this study. OP was dragged in kicking and screaming and shouldn't be allowed to set the agenda.

Marilyn Simon

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-----Original Message-----

From: Barry L. Berman [mailto:berman@gwu.edu]

Sent: Friday, January 14, 2005 5:36 PM

To: Laden, Ken (DDOT)

Cc: Frankel, David P.; amybmcevey@msn.com; chapmantodd@yahoo.com; lucy.eldridge@verizon.net;

AmyHoangDC3E02@aol.com; schumannwiss@juno.com; AHG71139@aol.com; glm990@yahoo.com; sherman2@bellatlantic.net; bruce.lowrey@navy.mil; LOUISWOLF@aol.com; acsullivan@starpower.net; Marymillott@aol.com; maryalicelevine@starpower.net; dougwonderlic@earthlink.net; Margscha@aol.com; greg\_j\_pickens@yahoo.com; bbaldwin@imf.org; Mendelson, Phil (COUNCIL); carol.schwartz@dc.gov; Catania, David (COUNCIL); Cropp, Linda (COUNCIL); Fenty, Adrian (COUNCIL); Graham, Jim (COUNCIL); Tangherlini, Dan (DDOT); jbachman@aiadc.org; trudyreeves@yahoo.com; Sn3macd@aol.com; Cummins1@aol.com; Pavukmatt@aol.com; Brown, Kwame (COUNCIL); ANCAne@aol.com; Kim, Ji Youn; medmondson@comcast.net; jciw-centernet@erols.com; medmondson@comcast.net; CooperJM@aol.com; dcreardons@comcast.net; dschein@worldbank.org; gclingham@hotmail.com; jtcarlso@ida.org; lionhart@speakeasy.net; marypatsel@starpower.net; mmclingham@hotmail.com; pmc20015@yahoo.com; rje@mitre.org; srmacknight@earthlink.net; wendymaiorana@hotmail.com; Antnbyrne@aol.com; Crabtree, Mike; Joan Oshinsky; tboley@capitalbenefitscorp.com; MJSimon524@aol.com; Jean Pablo; Nmacwood@aol.com; Marilyn Simon; McCarthy, Ellen (OP); Cochran, Stephen (OP); Fondersmith, John (OP); Taylor, Rosalynn (OP); Petkac, Cindy (OP); Altman, Andrew (OP); Bullock, John (DDOT)  
Subject: RE: Wisconsin Avenue Corridor Transportation Study

Dear Mr. Laden:

It is not clear to me what you hope to accomplish at this public meeting.

First, OP should provide you with their list of development projects. Second, you and your consultants should study them carefully and come to your conclusions. For a careful study, it is likely that you would want more information from OP, since they are not likely to supply you with complete information the first time--in fact, judging from past performance, this will probably require several iterations. Third, you should circulate both the final OP list and your carefully considered conclusions to the community. Then, and only then, should you hold a public meeting. If you really desire community input that is meaningful, we need time to carefully study your careful study.

No doubt this will delay the entire OP timetable, but this is entirely their fault, since they could have supplied you with their list several months ago.

Holding a meeting now, before you have a chance to study, or even disseminate, their list, would just waste our time. Wasting everybody's time is simply irresponsible.

Just tell OP that they will have to wait another few months. They'll understand.

Sincerely yours, Barry Berman

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-----Original Message-----

From: Marilyn Simon [mailto:Marilyn.Simon@fcc.gov]

Sent: Friday, January 14, 2005 5:44 PM

To: Frankel, David P.; Laden, Ken (DDOT)

Cc: amybmvey@msn.com; chapmantodd@yahoo.com; lucy.eldridge@verizon.net;

AmyHoangDC3E02@aol.com; schumannwiss@juno.com; AHG71139@aol.com; glm990@yahoo.com;

sherman2@bellatlantic.net; bruce.lowrey@navy.mil; LOUISWOLF@aol.com;

acsullivan@starpower.net; Marymillott@aol.com; maryalicelevine@starpower.net;

dougwonderlic@earthlink.net; berman@gwu.edu; Margscha@aol.com; greg\_j\_pickens@yahoo.com;

bbaldwin@imf.org; Mendelson, Phil (COUNCIL); carol.schwartz@dc.gov; Catania, David (COUNCIL); Cropp, Linda (COUNCIL); Fenty, Adrian (COUNCIL); Graham, Jim (COUNCIL); Tangherlini, Dan (DDOT); jbachman@aiadc.org; trudyreeves@yahoo.com; Sn3macd@aol.com; Cummins1@aol.com; Pavukmatt@aol.com; Brown, Kwame (COUNCIL); ANCAAnne@aol.com; Kim, Ji Youn; medmondson@comcast.net; jciw-centernet@erols.com; medmondson@comcast.net; CooperJM@aol.com; dcreardons@comcast.net; dschein@worldbank.org; gclingham@hotmail.com; jtcarlso@ida.org; lionhart@speakeasy.net; marypatsel@starpower.net; mmclingham@hotmail.com; pmc20015@yahoo.com; rje@mitre.org; srmacknight@earthlink.net; wendymaiorana@hotmail.com; Antnbyrne@aol.com; Crabtree, Mike; Joan Oshinsky; tboley@capitalbenefitscorp.com; MJSimon524@aol.com; Jean Pablo; Nmacwood@aol.com; McCarthy, Ellen (OP); Cochran, Stephen (OP); Fondersmith, John (OP); Taylor, Rosalynn (OP); Petkac, Cindy (OP); Altman, Andrew (OP); Bullock, John (DDOT)

Subject: RE: Wisconsin Avenue Corridor Transportation Study

Mr Laden, Ms. McCarthy,

If you do, in fact, plan on presenting the projections in two business days, I think it is imperative that you, immediately, send to each of us a list of what will be included in those projections, including the details [described below] for development included in the projections. DDOT and Louis Berger cannot have done the projections without this data, so no delay in sending it to us can possibly be justified, and DDOT and the community cannot have an informed discussion of the adequacy of the projections for the sites included without having this information available in advance.

Absent word to the contrary, I will assume that DDOT's projections are based on the scenarios that had been distributed earlier, and does not include Geico and the UWACS recommendations that we had subsequently brought to DDOT's attention.

We had not yet heard from OP as to which of the three scenarios they believe is consistent with the UWACS recommendations, although DDOT seems to be implying that it is the third scenario. Ms. McCarthy, I would like OP to let the Council and the community know, on the record, which scenario OP considers as consistent with the UWACS recommendations. Again, there is no excuse for a delay, since OP has maintained that one [unspecified] scenario represents the UWACS recommendations.

The following Information, used for the DDOT projections, should be provided for each development included in the WACTS projections to be presented on January 19, in two business days:

**Proposed Development:**

Residential: number of units and type [high rise or townhouse, etc., condos or rental] and square footage of residential space

Office: square footage

Retail, other than grocery: square footage

Grocery: square footage

Other: describe with square footage

**Existing Development:**

The same information should be provided for the existing development Trip generation rates and trip reductions for each usage category in both the existing and proposed development descriptions.

To help us evaluate the adequacy of the description, it would be useful if the building height, FAR and zoning category [zone and whether MOR or PUD or other variance] was listed for each site to be included.

I expect that DDOT can provide this information by return e-mail today. You should have it available, and we need some time to review it prior to the November 19th meeting. Further delay is not acceptable, and this was requested two days ago.

Sincerely,  
Marilyn Simon

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-----Original Message-----

**From:** Carolyn Sherman [mailto:sherman2@bellatlantic.net]

**Sent:** Friday, January 14, 2005 6:11 PM

**To:** Barry L. Berman

**Cc:** Laden, Ken (DDOT); Frankel, David P.; amybmvey@msn.com; chapmantodd@yahoo.com; lucy.eldridge@verizon.net; AmyHoangDC3E02@aol.com; schumannwiss@juno.com; AHG71139@aol.com; glm990@yahoo.com; bruce.lowrey@navy.mil; LOUISWOLF@aol.com; acsullivan@starpower.net; Marymillott@aol.com; maryalicelevine@starpower.net; dougwonderlic@earthlink.net; Margscha@aol.com; greg\_j\_pickens@yahoo.com; bbaldwin@imf.org; Mendelson, Phil (COUNCIL); carol.schwartz@dc.gov; Catania, David (COUNCIL); Cropp, Linda (COUNCIL); Fenty, Adrian (COUNCIL); Graham, Jim (COUNCIL); Tangherlini, Dan (DDOT); jbachman@aiadc.org; trudyreeves@yahoo.com; Sn3macd@aol.com; Cummins1@aol.com; Pavukmatt@aol.com; Brown, Kwame (COUNCIL); ANCAAnne@aol.com; Kim, Ji Youn; medmondson@comcast.net; jciw-centernet@erols.com; CooperJM@aol.com; dcreardons@comcast.net; dschein@worldbank.org; gclingham@hotmail.com; jtcarlso@ida.org; lionhart@speakeasy.net; marypatsel@starpower.net; mmclingham@hotmail.com; pmc20015@yahoo.com; rje@mitre.org; srmacknight@earthlink.net; wendymaiorana@hotmail.com; Antnbyrne@aol.com; Crabtree, Mike; Joan Oshinsky; tboley@capitalbenefitscorp.com; MJSimon524@aol.com; Jean Pablo; Nmacwood@aol.com; Marilyn Simon; McCarthy, Ellen (OP); Cochran, Stephen (OP); Fondersmith, John (OP); Taylor, Rosalynn (OP); Petkac, Cindy (OP); Altman, Andrew (OP); Bullock, John (DDOT)

**Subject:** Re: Wisconsin Avenue Corridor Transportation Study

Mr. Laden:

I heartily agree with Mr. Berman. The public meeting is premature. An intelligent public discussion presupposes an informed community. How can we react to information we haven't had a chance to study? Springing conclusions on residents is not to be confused with involving them in the process. I ask that you postpone the meeting until you have provided the community with the information Mr. Berman and Ms. Simon and many others have been asking for, so that we will have the opportunity to think carefully about your conclusions and give you the valuable feedback only the neighborhoods involved can provide. Thank you.

Carolyn Sherman

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-----Original Message-----

**From:** Frankel, David P. [mailto:DFRANKEL@ftc.gov]

**Sent:** Wednesday, January 19, 2005 11:03 AM

**To:** Laden, Ken (DDOT); Bullock, John (DDOT); McCarthy, Ellen (OP); Petkac, Cindy (OP)

**Cc:** amybmvey@msn.com; chapmantodd@yahoo.com; lucy.eldridge@verizon.net; AmyHoangDC3E02@aol.com; schumannwiss@juno.com; AHG71139@aol.com; glm990@yahoo.com; sherman2@bellatlantic.net; bruce.lowrey@navy.mil; LOUISWOLF@aol.com; acsullivan@starpower.net; Marymillott@aol.com; maryalicelevine@starpower.net;

dougwonderlic@earthlink.net; berman@gwu.edu; Margscha@aol.com; greg\_j\_pickens@yahoo.com; bbaldwin@imf.org; Mendelson, Phil (COUNCIL); carol.schwartz@dc.gov; Catania, David (COUNCIL); Cropp, Linda (COUNCIL); Fenty, Adrian (COUNCIL); Graham, Jim (COUNCIL); Tangherlini, Dan (DDOT); jbachman@aiaad.org; trudyreeves@yahoo.com; Sn3macd@aol.com; Cummins1@aol.com; Pavukmatt@aol.com; Brown, Kwame (COUNCIL); ANCAAnne@aol.com; Kim, Ji Youn; jciw-centernet@erols.com; medmondson@comcast.net; CooperJM@aol.com; dcreardons@comcast.net; dschein@worldbank.org; gclingham@hotmail.com; jtcarlso@ida.org; lionhart@speakeasy.net; marypatsel@starpower.net; mmclingham@hotmail.com; pmc20015@yahoo.com; rje@mitre.org; srmacknight@earthlink.net; wendymaiorana@hotmail.com; Antnbyrne@aol.com; Crabtree, Mike; Joan Oshinsky; tboley@capitalbenefitscorp.com; MJSimon524@aol.com; Jean Pablo; Nmacwood@aol.com; Marilyn Simon; Cochran, Stephen (OP); Fondersmith, John (OP); Taylor, Rosalynn (OP); Altman, Andrew (OP); current@erols.com; KathyPatterson (COUNCIL); Pagano, Penny (COUNCIL); Cole, Michelle (COUNCIL)

Subject: RE: Wisconsin Avenue Corridor Transportation Study

Dear Mr. Laden, Mr. Bullock, Deputy Director McCarthy and Ms. Petkac:

A few hours from now, DDOT will be presenting its "analysis of existing traffic conditions, future conditions analysis and general improvement ideas" in connection with its ongoing Wisconsin Avenue Corridor Transportation Study (at St. Ann's Academy at 4404 Wisconsin Avenue, N.W. at 6:30 p.m.). Mr. Laden of DDOT wrote to me last week that the Office of Planning would be sending him a list of projects for inclusion in the WACTS. He also promised to share that list with the community last week or this week. His message appears below.

Where is this promised information? If you are not going to produce this information to the community prior to tonight's meeting won't you please at least explain why not and how DDOT can perform a professional study without this critical information?

Sincerely,

David P. Frankel

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-----Original Message-----

From: Laden, Ken (DDOT) [mailto:Ken.Laden@dc.gov]

Sent: Wednesday, January 19, 2005 11:57 AM

To: 'Frankel, David P.'; Bullock, John (DDOT); McCarthy, Ellen (OP); Petkac, Cindy (OP)

Cc: amybmcevey@msn.com; chapmantodd@yahoo.com; lucy.eldridge@verizon.net;

AmyHoangDC3E02@aol.com; schumannwiss@juno.com; AHG71139@aol.com; glm990@yahoo.com;

sherman2@bellatlantic.net; bruce.lowrey@navy.mil; LOUISWOLF@aol.com;

acsullivan@starpower.net; Marymillott@aol.com; maryalicelevine@starpower.net;

dougwonderlic@earthlink.net; berman@gwu.edu; Margscha@aol.com; greg\_j\_pickens@yahoo.com;

bbaldwin@imf.org; Mendelson, Phil (COUNCIL); carol.schwartz@dc.gov; Catania, David (COUNCIL);

Cropp, Linda (COUNCIL); Fenty, Adrian (COUNCIL); Graham, Jim (COUNCIL); Tangherlini, Dan

(DDOT); jbachman@aiaad.org; trudyreeves@yahoo.com; Sn3macd@aol.com; Cummins1@aol.com;

Pavukmatt@aol.com; Brown, Kwame (COUNCIL); ANCAAnne@aol.com; Kim, Ji Youn; jciw-

centernet@erols.com; medmondson@comcast.net; CooperJM@aol.com; dcreardons@comcast.net;

dschein@worldbank.org; gclingham@hotmail.com; jtcarlso@ida.org; lionhart@speakeasy.net;

marypatsel@starpower.net; mmclingham@hotmail.com; pmc20015@yahoo.com; rje@mitre.org;

srmacknight@earthlink.net; wendymaiorana@hotmail.com; Antnbyrne@aol.com; Crabtree, Mike; Joan

Oshinsky; tboley@capitalbenefitscorp.com; MJSimon524@aol.com; Jean Pablo; Nmacwood@aol.com;

Marilyn Simon; Cochran, Stephen (OP); Fondersmith, John (OP); Taylor, Rosalynn (OP); Altman, Andrew (OP); current@erols.com; KathyPatterson (COUNCIL); Pagano, Penny (COUNCIL); Cole, Michelle (COUNCIL)

Subject: RE: Wisconsin Avenue Corridor Transportation Study

Mr. Frankel:

DDOT has received information from the Office of Planning regarding potential development under the UWACS. This information will be provided at this evening's meeting for review and comment. DDOT will provide local residents additional time to review the material. We will ask for any community comments on the list of potential projects by Febr. 4, 2005. DDOT will modify the contract with Louis Berger, Wisconsin Ave. Corridor Study consultants within the next several weeks to have them to run a 4<sup>th</sup> Transportation Analysis using the development scenarios that will be presented this evening (as modified by any community comments we receive prior to Feb. 4th).

Ken Laden

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-----Original Message-----

From: Marilyn Simon [mailto:Marilyn.Simon@fcc.gov]

Sent: Wednesday, January 19, 2005 12:07 PM

To: McCarthy, Ellen (OP)

Cc: amybmvey@msn.com; chapmantodd@yahoo.com; lucy.eldridge@verizon.net; AmyHoangDC3E02@aol.com; schumannwiss@juno.com; AHG71139@aol.com; glm990@yahoo.com; sherman2@bellatlantic.net; bruce.lowrey@navy.mil; LOUISWOLF@aol.com; acsullivan@starpower.net; Marymillott@aol.com; Marilyn Simon; Frankel, David P.; maryalicelevine@starpower.net; dougwonderlic@earthlink.net; Laden, Ken (DDOT); berman@gwu.edu; Margscha@aol.com; greg\_j\_pickens@yahoo.com; bbaldwin@imf.org; Mendelson, Phil (COUNCIL); carol.schwartz@dc.gov; Catania, David (COUNCIL); Cropp, Linda (COUNCIL); Fenty, Adrian (COUNCIL); Graham, Jim (COUNCIL); Tangherlini, Dan (DDOT); jbachman@aiadc.org; trudyreeves@yahoo.com; Sn3macd@aol.com; Cummins1@aol.com; Pavukmatt@aol.com; Brown, Kwame (COUNCIL); ANCAAnne@aol.com; Kim, Ji Youn; medmondson@comcast.net; jciw-centernet@erols.com; medmondson@comcast.net; CooperJM@aol.com; dcreardons@comcast.net; dschein@worldbank.org; gclingham@hotmail.com; jcarlso@ida.org; lionhart@speakeasy.net; marypatsel@starpower.net; mmclingham@hotmail.com; pmc20015@yahoo.com; rje@mitre.org; srmacknight@earthlink.net; wendymaiorana@hotmail.com; Antnbyrne@aol.com; Crabtree, Mike; Joan Oshinsky; tboley@capitalbenefitscorp.com; MJSimon524@aol.com; Jean Pablo; Nmacwood@aol.com; McCarthy, Ellen (OP); Cochran, Stephen (OP); Fondersmith, John (OP); Taylor, Rosalynn (OP); Petkac, Cindy (OP); Altman, Andrew (OP); Bullock, John (DDOT)

Subject: UWACS and Wisconsin Avenue Corridor Transportation Study

Ms. McCarthy,

I have not yet had a response to my simple question:

Which scenario, Scenario 2 or Scenario 3, does OP claim represents the recommendations of the UWACS?

This is a very simple question, and the members of the community cannot understand your reluctance to respond.

Sincerely,

Marilyn Simon

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-----Original Message-----

**From:** Nmacwood@aol.com [mailto:Nmacwood@aol.com]

**Sent:** Wednesday, January 19, 2005 4:18 PM

**To:** Ken.Laden@dc.gov; DFRANKEL@ftc.gov; John.Bullock@dc.gov; Ellen.McCarthy@dc.gov; cindy.petkac@dc.gov

**Cc:** amybmvey@msn.com; chapmantodd@yahoo.com; lucy.eldridge@verizon.net; AmyHoangDC3E02@aol.com; schumannwiss@juno.com; AHG71139@aol.com; glm990@yahoo.com; sherman2@bellatlantic.net; bruce.lowrey@navy.mil; LOUISWOLF@aol.com; acsullivan@starpower.net; Marymillott@aol.com; maryalicelevine@starpower.net; dougwonderlic@earthlink.net; berman@gwu.edu; Margscha@aol.com; greg\_j\_pickens@yahoo.com; bbaldwin@imf.org; pmendelson@dccouncil.us; carol.schwartz@dc.gov; dcatania@dccouncil.us; lcropp@dccouncil.us; AFenty@dccouncil.us; jgraham@dccouncil.us; Dan.Tangherlini@dc.gov; jbachman@aiadc.org; trudyreeves@yahoo.com; Sn3macd@aol.com; Cummins1@aol.com; Pavukmatt@aol.com; KBrown@dccouncil.washington.dc.us; ANCAne@aol.com; Kim, Ji Yoon; jciw-centernet@erols.com; medmondson@comcast.net; CooperJM@aol.com; dcreardons@comcast.net; dschein@worldbank.org; gclingham@hotmail.com; jtcarlso@ida.org; lionhart@speakeasy.net; marypatsel@starpower.net; mmclingham@hotmail.com; pmc20015@yahoo.com; rje@mitre.org; srmacknight@earthlink.net; wendymaiorana@hotmail.com; Antnbyrne@aol.com; mcrabtree@cpfiuoe.org; JOshinsky@corcoran.org; tboley@capitalbenefitscorp.com; MJSimon524@aol.com; jeanpablo@jpstrategies.com; Marilyn.Simon@fcc.gov; Stephen.Cochran@dc.gov; John.Fondersmith@dc.gov; Rosalynn.Taylor@dc.gov; Andrew.Altman@dc.gov; current@erols.com; kathypatterson@dccouncil.us; ppagano@dccouncil.us; mcole@dccouncil.us

**Subject:** Re: Wisconsin Avenue Corridor Transportation Study

Ken,

I can't attend the meeting tonight. Will you please send an email with the information that is discussed tonight to those of us who will be unable to attend?

Thank you.

Nancy

---

-----Original Message-----

**From:** McCarthy, Ellen (OP) [mailto:Ellen.McCarthy@dc.gov]

**Sent:** Wednesday, January 19, 2005 4:58 PM

**To:** 'Marilyn Simon'

**Cc:** amybmvey@msn.com; chapmantodd@yahoo.com; lucy.eldridge@verizon.net; AmyHoangDC3E02@aol.com; schumannwiss@juno.com; AHG71139@aol.com; glm990@yahoo.com; sherman2@bellatlantic.net; bruce.lowrey@navy.mil; LOUISWOLF@aol.com; acsullivan@starpower.net; Marymillott@aol.com; Frankel, David P.; maryalicelevine@starpower.net; dougwonderlic@earthlink.net; Laden, Ken (DDOT); berman@gwu.edu; Margscha@aol.com; greg\_j\_pickens@yahoo.com; bbaldwin@imf.org; Mendelson, Phil (COUNCIL); carol.schwartz@dc.gov; Catania, David (COUNCIL); Cropp, Linda (COUNCIL); Fenty, Adrian (COUNCIL); Graham, Jim (COUNCIL); Tangherlini, Dan (DDOT); jbachman@aiadc.org; trudyreeves@yahoo.com; Sn3macd@aol.com; Cummins1@aol.com; Pavukmatt@aol.com; Brown, Kwame (COUNCIL);

ANCAne@aol.com; Kim, Ji Youn; medmondson@comcast.net; jciw-centernet@erols.com; medmondson@comcast.net; CooperJM@aol.com; dcreardons@comcast.net; dschein@worldbank.org; gclingham@hotmail.com; jtcarlso@ida.org; lionhart@speakeasy.net; marypatsel@starpower.net; mmclingham@hotmail.com; pmc20015@yahoo.com; rje@mitre.org; srmacknight@earthlink.net; wendymaiorana@hotmail.com; Antnbyrne@aol.com; Crabtree, Mike; Joan Oshinsky; tboley@capitalbenefitscorp.com; MJSimon524@aol.com; Jean Pablo; Nmacwood@aol.com; McCarthy, Ellen (OP); Cochran, Stephen (OP); Taylor, Rosalynn (OP); Petkac, Cindy (OP); Bullock, John (DDOT)  
**Subject:** RE: UWACS and Wisconsin Avenue Corridor Transportation Study

Dear Ms. Simon,

The following is a response to your question about which scenario in the DDOT study of Wisconsin Avenue represents the recommendations of the UWACS.

In a previous statement to the District Department of Transportation (DDOT) which has been widely distributed to those on this e-mail list, the Office of Planning (OP) indicated that it would only support increased density in the vicinity of the Metro stations at Friendship Heights and Tenleytown. We further clarified that in a letter to Councilmember Patterson, which I know was forwarded to you, that "vicinity of the Metro stations" was defined as the area within approximately 1/4 mile (5-minute walking distance) of the stations, as was recommended in the revised Plan for Upper Wisconsin Avenue. Therefore, OP thought it was clear that Scenario 2 was the one which reflected the UWACS' recommendation and also represented a development scenario that has a realistic potential to be realized during the next ten years. It includes a build-up analysis of several high potential areas at planned unit development (PUD) levels (for example, the Freshfields block and Marten's Volvo near the Tenleytown Metro station) and others at matter-of-right (MOR) levels (Outer Circle and Fannie Mae), the latter of which are outside the 1/4 mile area. This scenario also includes an industry-accepted background growth rate as well as factoring in additional potential growth outside the Study Area, such as development of the Mazza parking lot, Lord and Taylor parking lots, and other areas in Friendship Heights. OP believes Scenario 3, which assumes everything along the corridor is razed and/or redeveloped to a full matter-of-right build-out level, is an unrealistic development scenario, but considers it to be a useful analysis, since it demonstrates the worst possible traffic conditions that could occur as a matter of right under current zoning.

We have no problem with DDOT running a fourth scenario, full buildout of the entire corridor at the maximum PUD level, to provide a further picture of the worst possible traffic scenario. However, **OP wishes to be clear that this scenario is NOT recommended in the UWACS Plan, nor, as OP has made clear in several statements, is this something that we would support**, but if the community and DDOT feel that this is an appropriate use of tax money, we have no objection.

Ellen McCarthy

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-----Original Message-----

**From:** Carolyn Sherman [mailto:sherman2@bellatlantic.net]

**Sent:** Wednesday, January 19, 2005 5:46 PM

**To:** McCarthy, Ellen (OP)

**Cc:** 'Marilyn Simon'; amybmvey@msn.com; chapmantodd@yahoo.com; lucy.eldridge@verizon.net; AmyHoangDC3E02@aol.com; schumannwiss@juno.com; AHG71139@aol.com; glm990@yahoo.com; bruce.lowrey@navy.mil; LOUISWOLF@aol.com; acsullivan@starpower.net; Marymillott@aol.com; Frankel, David P.; maryalicelevine@starpower.net; dougwonderlic@earthlink.net; Laden, Ken (DDOT); berman@gwu.edu; Margscha@aol.com; greg\_j\_pickens@yahoo.com; bbaldwin@imf.org; Mendelson,



Phil (COUNCIL); carol.schwartz@dc.gov; Catania, David (COUNCIL); Cropp, Linda (COUNCIL); Fenty, Adrian (COUNCIL); Graham, Jim (COUNCIL); Tangherlini, Dan (DDOT); jbachman@aiadc.org; trudyreeves@yahoo.com; Sn3macd@aol.com; Cummins1@aol.com; Pavukmatt@aol.com; Brown, Kwame (COUNCIL); ANCAAnne@aol.com; Kim, Ji Youn; medmondson@comcast.net; jciw-centernet@erols.com; CooperJM@aol.com; dcreardons@comcast.net; dschein@worldbank.org; gclingham@hotmail.com; jtcarlso@ida.org; lionhart@speakeasy.net; marypatsel@starpower.net; mmclingham@hotmail.com; pmc20015@yahoo.com; rje@mitre.org; srmacknight@earthlink.net; wendymaiorana@hotmail.com; Antnbyrne@aol.com; Crabtree, Mike; Joan Oshinsky; tboley@capitalbenefitscorp.com; MJSimon524@aol.com; Jean Pablo; Nmacwood@aol.com; Cochran, Stephen (OP); Taylor, Rosalynn (OP); Petkac, Cindy (OP); Bullock, John (DDOT); Sue Hemberger  
**Subject:** The Martens Volvo site

Hi, Ellen--

I want to point out that the Martens Volvo site is more than a quarter mile from either the Friendship Heights or Tenleytown Metro station. It's almost exactly between the two stations and thus is one of the least appropriate sites for the "high potential" development you mentioned in your email. In addition, building on that site even to matter of right height would block the view from Ft. Reno into Virginia, which the UWACS is on record as recommending be preserved. I hope you will rethink your position on the Martens site to conform to OP's own guidelines.

Thank you.

Carolyn Sherman  
Coalition to Stop Tenleytown Overdevelopment

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-----Original Message-----

From: McCarthy, Ellen (OP) [mailto:Ellen.McCarthy@dc.gov]

Sent: Wednesday, January 19, 2005 6:50 PM

To: 'Barry L. Berman'

Cc: 'Marilyn Simon'; amybmvey@msn.com; chapmantodd@yahoo.com; lucy.eldridge@verizon.net; AmyHoangDC3E02@aol.com; schumannwiss@juno.com; AHG71139@aol.com; glm990@yahoo.com; sherman2@bellatlantic.net; bruce.lowrey@navy.mil; LOUISWOLF@aol.com; acsullivan@starpower.net; Marymillott@aol.com; Frankel, David P.; maryalicelevine@starpower.net; dougwonderlic@earthlink.net; Laden, Ken (DDOT); Margscha@aol.com; greg\_j\_pickens@yahoo.com; bbaldwin@imf.org; Mendelson, Phil (COUNCIL); carol.schwartz@dc.gov; Catania, David (COUNCIL); Cropp, Linda (COUNCIL); Fenty, Adrian (COUNCIL); Graham, Jim (COUNCIL); Tangherlini, Dan (DDOT); jbachman@aiadc.org; trudyreeves@yahoo.com; Sn3macd@aol.com; Cummins1@aol.com; Pavukmatt@aol.com; Brown, Kwame (COUNCIL); ANCAAnne@aol.com; Kim, Ji Youn; medmondson@comcast.net; jciw-centernet@erols.com; medmondson@comcast.net; CooperJM@aol.com; dcreardons@comcast.net; dschein@worldbank.org; gclingham@hotmail.com; jtcarlso@ida.org; lionhart@speakeasy.net; marypatsel@starpower.net; mmclingham@hotmail.com; pmc20015@yahoo.com; rje@mitre.org; srmacknight@earthlink.net; wendymaiorana@hotmail.com; Antnbyrne@aol.com; Crabtree, Mike; Joan Oshinsky; tboley@capitalbenefitscorp.com; MJSimon524@aol.com; Jean Pablo; Nmacwood@aol.com; Cochran, Stephen (OP); Taylor, Rosalynn (OP); Petkac, Cindy (OP); Bullock, John (DDOT)  
**Subject:** RE: UWACS and Wisconsin Avenue Corridor Transportation Study

Dear Dr. Berman:

I understand your concern. I believe that the consultants for the Wisconsin Avenue Corridor Transportation Study are planning on addressing parking in more detail. That will be a good opportunity to air this issue thoroughly. As you no doubt are aware, a provision to restrict the residents of the Chase Point building (formerly the Washington Clinic) from obtaining Zone 3 stickers was included by the Zoning Commission in their order for that case, and certainly can be considered in the future.

Sincerely,

Ellen McCarthy

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-----Original Message-----

From: Marilyn Simon [mailto:Marilyn.Simon@fcc.gov]

Sent: Friday, January 21, 2005 3:32 PM

To: McCarthy, Ellen (OP); Barry L. Berman

Cc: amybmcevey@msn.com; chapmantodd@yahoo.com; lucy.eldridge@verizon.net;

AmyHoangDC3E02@aol.com; schumannwiss@juno.com; AHG71139@aol.com; glm990@yahoo.com;

sherman2@bellatlantic.net; bruce.lowrey@navy.mil; LOUISWOLF@aol.com;

acsullivan@starpower.net; Marymillott@aol.com; Frankel, David P.; maryalicelevine@starpower.net;

dougwonderlic@earthlink.net; Laden, Ken (DDOT); Margscha@aol.com; greg\_j\_pickens@yahoo.com;

bbaldwin@imf.org; Mendelson, Phil (COUNCIL); carol.schwartz@dc.gov; Catania, David (COUNCIL);

Cropp, Linda (COUNCIL); Fenty, Adrian (COUNCIL); Graham, Jim (COUNCIL); Tangherlini, Dan

(DDOT); jbachman@aiadc.org; trudyreeves@yahoo.com; Sn3macd@aol.com; Cummins1@aol.com;

Pavukmatt@aol.com; Brown, Kwame (COUNCIL); ANCAAnne@aol.com; Kim, Ji Youn;

medmondson@comcast.net; jciw-centernet@erols.com; medmondson@comcast.net;

CooperJM@aol.com; dcreardons@comcast.net; dschein@worldbank.org; gclingham@hotmail.com;

jcarlso@ida.org; lionhart@speakeasy.net; marypatsel@starpower.net; mmclingham@hotmail.com;

pmc20015@yahoo.com; rje@mitre.org; srmacknight@earthlink.net; wendymaiorana@hotmail.com;

Antnbyrne@aol.com; Crabtree, Mike; Joan Oshinsky; tboley@capitalbenefitscorp.com;

MJSimon524@aol.com; Jean Pablo; Nmacwood@aol.com; Cochran, Stephen (OP); Taylor, Rosalynn

(OP); Petkac, Cindy (OP); Bullock, John (DDOT); Melissa.Bird@dc.gov;

Laurence.Freedman@usdoj.gov

Subject: RE: UWACS and Wisconsin Avenue Corridor Transportation Study

Ms. McCarthy,

Thank you for highlighting the parking conditions that are now part of the Stonebridge [Chase Point] PUD. I hope the OP will be endorsing similar conditions for any new multidwelling-unit buildings on the Wisconsin Avenue Corridor.

As you know, the Office of Planning did not support the imposition of these conditions and they were not included in the original Zoning Commission Order 02-17 issued May 12, 2003. The Friendship Heights Organization for Reasonable Development [FHORD], a party in opposition to the Application, filed a Petition for Review of that decision, and later entered into settlement negotiations with the Applicant.

Among the modifications to which FHORD and the Applicants agreed were the revised parking conditions, including:

(1) 8 visitor parking spaces provided free of charge;

- (2) a requirement that only accessible parking spaces, and not tandem spaces, be allowed to satisfy the 1.1 spaces per unit in the original order; and
- (3) conditions that prohibit owners or tenants from seeking or obtaining residential street parking permits.

I have attached Acrobat and Word versions of the PUD modification issued March 8, 2004, that arose from the Stonebridge-FHORD negotiations. The Word version was downloaded from Westlaw since the DCOZ web-site does not include any orders issued after December 31, 2003. In the final design, Stonebridge and P.N. Hoffman are including .4 accessible parking spaces per unit, which is the same as the vehicle ownership rate for the neighborhoods nearest the Friendship Heights Metro. I hope that these conditions, including the availability of free visitor parking, will mitigate some of the negative impact that the Stonebridge project will have on my neighborhood.

Subsequently, the Coalition to Stop Tenleytown Overdevelopment [CSTO] asked the developers of the Babes site to include a similar provision and IBG agreed to that condition.

I appreciate your support of this type of provision, and hope that OP will in the future take the initiative to make this request of developers and will also consider a request that developers whose projects include a substantial amount of retail or other commercial space provide validated parking for an appropriate time interval.

Thank you,  
Marilyn Simon

*Attachments were not included in this appendix.*

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-----Original Message-----

From: Frankel, David P. [mailto:DFRANKEL@ftc.gov]

Sent: Friday, January 21, 2005 3:55 PM

To: McCarthy, Ellen (OP)

Cc: amybmcevey@msn.com; chapmantodd@yahoo.com; lucy.eldridge@verizon.net; AmyHoangDC3E02@aol.com; schumannwiss@juno.com; AHG71139@aol.com; glm990@yahoo.com; sherman2@bellatlantic.net; bruce.lowrey@navy.mil; LOUISWOLF@aol.com; acsullivan@starpower.net; Marymillott@aol.com; maryalicelevine@starpower.net; dougwonderlic@earthlink.net; Laden, Ken (DDOT); Margscha@aol.com; greg\_j\_pickens@yahoo.com; bbaldwin@imf.org; Mendelson, Phil (COUNCIL); carol.schwartz@dc.gov; Catania, David (COUNCIL); Cropp, Linda (COUNCIL); Fenty, Adrian (COUNCIL); Graham, Jim (COUNCIL); Tangherlini, Dan (DDOT); jbachman@aiadc.org; trudyreeves@yahoo.com; Sn3macd@aol.com; Cummins1@aol.com; Pavukmatt@aol.com; Brown, Kwame (COUNCIL); ANCAne@aol.com; Kim, Ji Youn; medmondson@comcast.net; jciw-centernet@erols.com; medmondson@comcast.net; CooperJM@aol.com; dcreardons@comcast.net; dschein@worldbank.org; gclingham@hotmail.com; jtcarlso@ida.org; lionhart@speakeasy.net; marypatsel@starpower.net; mmclingham@hotmail.com; pmc20015@yahoo.com; rje@mitre.org; srmacknight@earthlink.net; wendymaiorana@hotmail.com; Antnbyrne@aol.com; Crabtree, Mike; Joan Oshinsky; tboley@capitalbenefitscorp.com; MJSimon524@aol.com; Jean Pablo; Nmacwood@aol.com; Cochran, Stephen (OP); Taylor, Rosalynn (OP); Petkac, Cindy (OP); Bullock, John (DDOT); Melissa.Bird@dc.gov; Laurence.Freedman@usdoj.gov; Marilyn Simon; Barry L. Berman  
Subject: RE: UWACS and Wisconsin Avenue Corridor Transportation Study

Dear Acting Director McCarthy:

I want to echo and add to the Residential Parking Permit messages sent to you by Barry Berman and Marilyn Simon. I too support efforts to prevent residents of newly constructed multi-family residential buildings from obtaining Residential Parking Permits. However, I want to emphasize that this restriction is not a panacea and even with this restriction firmly in place, multi-family residential buildings will result in additional parking headaches for existing residents. This is because new buildings will not provide sufficient on-site (e.g., underground) parking to accommodate all visitors to those buildings. For example, if two or more residents have parties on the same evening, visitors are likely to fill the available guest spaces and other guests will park on neighboring streets. Also, vehicles making delivery and service calls to residents of those buildings will also likely park on adjacent streets.

In addition, I have important administrative questions about the RPP restrictions. What recourse do existing residents have if they learn that residents of buildings with this RPP restriction in place nevertheless obtain RPPs and park on restricted neighborhood streets? What is the enforcement mechanism for non-compliance? May these vehicles be ticketed or towed? Are building owners or managers required to notify all residents of this restriction and obtain signed acknowledgments from all residents? What if the building is a condominium and the owner sub-leases her unit? Does the owner face any penalties for her sub-tenant's noncompliance?

So, while I support these RPP restrictions, I want to emphasize that (1) their implementation does not mean that our residential streets can support additional multi-family buildings, and (2) there may be important unanswered administrative questions.

Sincerely,

David P. Frankel

---

-----Original Message-----

From: Barry Berman [mailto:berman@gwu.edu]

Sent: Friday, January 21, 2005 7:42 PM

To: McCarthy, Ellen (OP)

Cc: 'Marilyn Simon'; amybmvey@msn.com; chapmantodd@yahoo.com; lucy.eldridge@verizon.net; AmyHoangDC3E02@aol.com; schumannwiss@juno.com; AHG71139@aol.com; glm990@yahoo.com; sherman2@bellatlantic.net; bruce.lowrey@navy.mil; LOUISWOLF@aol.com; acsullivan@starpower.net; Marymillott@aol.com; Frankel, David P.; maryalicelevine@starpower.net; dougwonderlic@earthlink.net; Laden, Ken (DDOT); Margscha@aol.com; greg\_j\_pickens@yahoo.com; bbaldwin@imf.org; Mendelson, Phil (COUNCIL); carol.schwartz@dc.gov; Catania, David (COUNCIL); Cropp, Linda (COUNCIL); Fenty, Adrian (COUNCIL); Graham, Jim (COUNCIL); Tangherlini, Dan (DDOT); jbachman@aiadc.org; trudyreeves@yahoo.com; Sn3macd@aol.com; Cummins1@aol.com; Pavukmatt@aol.com; Brown, Kwame (COUNCIL); ANCAne@aol.com; Kim, Ji Youn; medmondson@comcast.net; jciw-centernet@erols.com; CooperJM@aol.com; dcreardons@comcast.net; dschein@worldbank.org; gclingham@hotmail.com; jtcarlso@ida.org; lionhart@speakeasy.net; marypatsel@starpower.net; mmclingham@hotmail.com; pmc20015@yahoo.com; rje@mitre.org; srmacknight@earthlink.net; wendymaiorana@hotmail.com; Antnbyrne@aol.com; Crabtree, Mike; Joan Oshinsky; tboley@capitalbenefitscorp.com; MJSimon524@aol.com; Jean Pablo; Nmacwood@aol.com; Cochran, Stephen (OP); Taylor, Rosalynn (OP); Petkac, Cindy (OP); Bullock, John (DDOT)

Subject: UWACS and Wisconsin Avenue Corridor Transportation Study: Parking

Thanks, Ellen, for your prompt reply.

I should add that I fear the problem may already be beyond any easy solution if several hundred cars from the Best Buy development try to park on the surrounding streets. Is there a way to make sure that they are not permitted to get RPPs? Will you help?

And of course it is obvious that should there be a development on the Fresh Fields site anything near what you are promoting, street parking would have to be forbidden (for both residents and their guests) and strictly enforced.

Now as long as I have your ear (so to speak), may I ask why you do not promote development in the many areas of the city where it would do a lot of good, and enhance the quality of life, rather than in our neighborhood, where it would clearly, beyond any shadow of a doubt, detract from it?

Dr. Gridlock put it very well this week: "Stop development. Take a timeout and let transportation facilities catch up. You can't keep pouring water into a container that is already full."

Thanks again for your prompt and continued attention to this very important matter.

Barry Berman

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-----Original Message-----

From: Marilyn Simon [mailto:Marilyn.Simon@fcc.gov]

Sent: Wednesday, February 02, 2005 1:08 PM

To: Bullock, John (DDOT); Laden, Ken (DDOT); Tangherlini, Dan (DDOT);  
kpatterson@dccouncil.washington.dc.us; Mendelson, Phil (COUNCIL); Fenty, Adrian (COUNCIL);  
Singer, William (COUNCIL); Cole, Michelle (COUNCIL); Pagano, Penny (COUNCIL); Kim, Ji Youn;  
Melissa.Bird@dc.gov; Bird, Melissa; Frankel, David ; MJSimon524@aol.com;  
greg\_j\_pickens@yahoo.com; glm990@yahoo.com; acsullivan@starpower.net;  
lucy.eldridge@verizon.net; chapmantodd@yahoo.com; kbrown@dccouncil.us; amybmvey@msn.com;  
AmyHoangDC3E02@aol.com; Nmacwood@aol.com; schumannwiss@juno.com; AHG71139@aol.com;  
current@erols.com; chriskain@currentnewspapers.com; McCarthy, Ellen (OP);  
Dismant@louisberger.com; mbarry@dccouncil.us  
Cc: Cummins1@aol.com; Carolyn Sherman; bruce.lowrey@navy.mil; berman@gwu.edu;  
maryalicelevine@starpower.net; Marymillott@aol.com; jciw-centernet@erols.com  
Subject: Comments on Scenarios: Wisconsin Avenue Transportation Study and Addendum to FHTS

Mr. Bullock:

We appreciate the addition of the fourth development scenario to the WACTS in response to requests by the Councilmember Patterson, ANC commissioners and members of the community. However, as described at the January 19 meeting and in the information distributed at that meeting, the fourth scenario does not correspond to the scenario which Councilmember Patterson and the members of the community requested. We have attached comments that include corrections to the fourth scenario as well as corrections to the other three scenarios.

The purpose of the fourth scenario is to analyze the full buildout of the UWACS recommendations, not the "worst case" for complete buildout to maximum PUD potential. This scenario was requested by the ANC's, Councilmember Patterson and the community to determine whether the road infrastructure is sufficient to support a buildout if the UWACS document were to become a Small Area Plan. As such, the ANC's and the community do not want to see development included in that scenario that would not be supported by the UWACS document in a Zoning Commission or Board of Zoning Adjustment [BZA]

review. Similarly, the ANC's and the community want to make certain that all the development that can be supported by that document is included in the scenario. The community believes that that analysis is a necessary component of a responsible planning process.

With that in mind, we would like to offer the attached corrections to the Scenarios that were distributed at the January 19th meeting and posted on the web-site. We appreciate your commitment to distribute to the community the details for each scenario prior to any simulations being run, and with the understanding that the fourth scenario is being done at the request of the community, and not OP, believe that the corrections on which the community agrees should be included in that scenario.

To the extent that you are counting comments, we also respectfully request that you count this comment as if it had been submitted individually by each of the signatories.

Sincerely,

Marilyn J. Simon, 5241 43rd Street, NW  
David P. Frankel, 4336 Garrison Street, NW  
Gina Mirigliano, 4404 Garrison Street, NW  
Greg Pickens, 4408 Garrison St NW  
Anne Sullivan, 4431 Springdale Street, NW

<<2005 Feb 02 MJS et al Corrections to All Scenarios.doc>>

**Comments of  
Marilyn J. Simon, David P. Frankel, Gina Mirigliano, Greg Pickens and Anne Sullivan  
on the January 2005 WACTS Development Scenarios and  
on the information provided on the Addendum to the FHTS on January 19, 2005.**

We appreciate the addition of the fourth development scenario to the WACTS in response to requests by the Councilmember Patterson, ANC commissioners and members of the community. However, as described at the January 19 meeting and in the information distributed at that meeting, the fourth scenario does not correspond to the scenario which Councilmember Patterson and the members of the community requested.

The purpose of the fourth scenario is to analyze the full buildout of the UWACS recommendations, not the "worst case" for complete buildout to maximum PUD potential. This scenario was requested by the ANC's, Councilmember Patterson and the community to determine whether the road infrastructure is sufficient to support a buildout if the UWACS document were to become a Small Area Plan. As such, the ANC's and the community do not want to see development included in that scenario that would not be supported by the UWACS document in a Zoning Commission or Board of Zoning Adjustment [BZA] review. Similarly, the ANC's and the community want to make certain that all the development that can be supported by that document is included in the scenario. The community believes that that analysis is a necessary component of a responsible planning process.

With that in mind, we would like to offer the following corrections to the Scenarios that were distributed at the January 19<sup>th</sup> meeting. We appreciate your commitment to distribute to the community the details for each scenario prior to any simulations being run, and with the understanding that the fourth scenario is being done at the request of the community, and not OP, believe that the corrections on which the community agrees should be included in that scenario.

When we receive the existing development and proposed development details of projects to be included in each scenario, members of the community will likely have additional comments on the accuracy and/or appropriateness of the assumptions.

### **Corrections to All Scenarios: UWACS area is not just area immediately adjacent to Wisconsin Avenue**

As discussed at the meeting, DDOT will correct the characterization that the scenarios look at development “immediately adjacent to Wisconsin Avenue,” and replace that with development “within the UWACS area or immediately adjacent to Wisconsin Avenue” to take into account the fact that certain parcels for which UWACS recommends development are not adjacent to Wisconsin Avenue, including the Lord & Taylor site and the surface parking lot between Lord & Taylor and Mazza on Western Avenue.

### **Parking Utilization and Emergency Response Times:**

Projections will be made for parking utilization and a discussion of the impact of projected parking utilization rates [for residential streets] on emergency response times will be included in the report.

### **The Fourth Scenario should not include PUDs on the block from Fessenden to Ellicott Streets**

The UWACS does not recommend PUDs on the block from Fessenden Street to Ellicott Street, and the community was explicit in its October 2004 proposal in stating that development on that block should not be evaluated as PUDs. That should be evaluated for matter-of-right [MOR] development, unless OP initiates a proposal to downzone that block prior to the evaluation of future development in the WACTS. For that block, MOR development will involve an increase of 62,818 SF, to be used as new residential development with retail uses similar to those currently on the block, on the west side of Wisconsin Avenue, and an increase from the existing development of 14,392 SF on the east side of Wisconsin Avenue between Ellicott and Emery Streets, with that increase used for residential uses.

### **The Impact on the WACTS Area of development north of Fessenden Street must be included:**

Development north of Fessenden Street, as is appropriate for each scenario, will be included in the WACTS, and development south of Fessenden Street, but north of Albermarle, will be included in the Addendum to the Friendship Heights Transportation Study and the Addendum to the Military Road Transportation Study. Development near Nebraska Avenue will also be included in the Military Road Transportation Study.

### **Geico Site: Holland & Knight has confirmed that Geico intends on developing that site according to the current plan.**

The planned development on the Geico site, on Western Avenue, should be included in Scenarios 2, 3 and 4. The proposed development is as described in Appendix K of the Friendship Heights Transportation Study.

### **Corrections to Scenarios 3 and 4: The Community did not request a scenario in which all properties are “razed and/or redeveloped.”**

In Scenario 3 and Scenario 4, it is stated that DDOT will assume that “all properties . . . will be razed and/or redeveloped as necessary to fully build up to the limits of current matter of right zoning” [in scenario 3] and “all properties will be razed and/or redeveloped as necessary to fully build up to the limits of current zoning with a planned unit development (PUD).” [Scenario 4]

The community did not request a scenario in which all existing development was razed and redeveloped to these limits, but was quite explicit in its October 19, 2004 message and proposal in stating that redevelopment on sites which have been developed within the last 10 years, or which are at least 80% of the amount of development that would be allowed under the limits being considered, should be evaluated using the existing development only. The following is an excerpt for the Community’s proposal, signed by all five current ANC 3E commissioners and ANC 3D, as well as other members of the community:

It will be assumed that all sites in the corridor will be developed to those limits with the following exceptions:

- (1) sites which have been redeveloped in the last 10 years;
- (2) sites for which the FAR of the existing development is at least 80% of the amount of development that would be allowed under these limits; and
- (3) sites where the illustrative examples included in the UWACS are inconsistent with the text of the UWACS, in which case the site will be evaluated at the level of development which would generate the most traffic, generally the illustrative example.

In fact, it might be appropriate to change the time frame in the first exclusion from 10 years to 20 years, excluding all sites that were redeveloped since 1985.

**Corrections to Scenario 4: OP has understated the density by assuming PUDs for sites where Matter-of-Right development allows higher density.**

DDOT proposes to analyze development in certain residential zones using the FAR for PUDs, where matter-of-right [MOR] development will result in a larger building. These need to be corrected with the larger of PUDs or MOR development included in the scenario.

For example, for R-4, DDOT and OP propose to model Scenarios 3 and 4 with a FAR of 1.0, which is the maximum for a PUD in that zone. However, matter of right development in an R-4 zone would allow row-dwellings, flats, churches or public schools with a height of 40 feet, a maximum of 3 stories and a lot occupancy of 60%. This would be the equivalent of a maximum FAR of 1.8, nearly twice DDOT would be assuming with a PUD.

Similarly, for R-3, DDOT and OP propose to model Scenarios 3 and 4 with a FAR of 0.6, which is the maximum for a PUD in that zone. MOR development in an R-3 zone would allow row dwellings with a maximum height of 40 feet/3 stories and a lot occupancy of 60%, again with a maximum FAR of 1.8, three times what DDOT would be assuming with a PUD.

For R-2 and R-1-B, DDOT and OP propose to model Scenarios 3 and 4 with an FAR of 0.4, which is the maximum for a PUD in those zones. However, MOR development would allow homes with a height of 40 feet/3 stories, and a lot occupancy of 40%, with a maximum FAR of 1.2, three times what DDOT would be assuming with a PUD. For churches and schools in those zones, a lot occupancy of 60% would be allowed with a maximum FAR of 1.8, more than 4 times the FAR that DDOT and OP would be assuming.

**The above comparisons of PUDs and MOR development in R-1-B and R-2 zones clearly demonstrate the emptiness of the “protections” OP claims for its “Growth Restriction Area”**

As an aside, these calculations clearly demonstrate the emptiness of OP’s promise not to allow PUDs in the R-2 and R-1-B neighborhoods outside of the Corridor area. Matter of right development for residential uses in those neighborhoods could be 3 times the size of a PUD and schools and churches could be more than 4 times the size of a PUD. Clearly, no developer would propose a PUD in those neighborhoods without a map amendment.

**It is not reasonable to maintain that only development that will be completed within 10 years needs to be analyzed to determine whether the infrastructure can support the UWACS recommendations**

In order to evaluate the ability of the infrastructure to accommodate the recommendations of the UWACS, it is necessary to evaluate the development which would get approval from the Zoning Commission or the BZA if the UWACS were to become a Small Area Plan. The Office of Planning would like to evaluate



only those projects that are likely, in their judgment, to be completed with ten years. Yet the Office of Planning has not provided any information on why the recommendations of the UWACS would not be effective after 2015, or why we would no longer have concerns about traffic, parking, schools, parks, emergency services and other infrastructure issues. Would there be a development moratorium, including a prohibition on matter-of-right development? Would residents cease traveling to supermarkets, errands, children's activities, work or school? Clearly, the entire UWACS proposal needs to be evaluated and this is included in our description of what should be included in Scenario 4, and imposing an arbitrary time frame to limit the amount of development which would be evaluated would be irresponsible.

### **Inclusionary Zoning:**

If an inclusionary zoning bill is passed, it is necessary to evaluate a fifth scenario for the WACTS area and another addendum to the FHTS and the Military Road Transportation Study. The current proposal would allow for a 20% increase in density for matter-of-right development if residential uses are provided, requiring that approximately half that area be sold or rented at below market rates as affordable housing. Development under this proposal would be particularly lucrative to developers of C-2-A properties in the UWACS area, since, it would allow the same density as a PUD, but without the delays associated with that process or the need to provide any other amenities. Currently, condominiums along Wisconsin Avenue are selling for as much as \$700-800 a square foot, so the bonus density included in the Inclusionary Zoning proposal would result in a large increase in profits, and given that the additional density for the "affordable" units is half of the bonus, so there is no land cost associated with the units, the developer is likely to at least break even on those units. However, the 20% increase in density allowed in MOR development will impact traffic on Wisconsin Avenue and on nearby residential streets, and another WACTS scenario would need to be done to evaluate the impact of that proposal.

That fifth scenario would be a modification of the third scenario, where all sites which are assumed to be developed to MOR limits are reevaluated with additional residential density to take into account the 20% bonus density in the Inclusionary Zoning proposal. If a LOS of C or better is not possible at each intersection with this scenario, the the Inclusionary Zoning bonus densities should not be applied to the Wisconsin Avenue Corridor.

### **OTHER TECHNICAL CORRECTIONS:**

#### **DDOT assumptions about land use in calculating traffic understate the impact of development with mixed-use zoning:**

DDOT is assuming a single use for each site, claiming that this will demonstrate a worst case scenario. In fact, given the predominance of zoning for mixed use, where the maximum size of a purely commercial building is significantly less than the maximum size of a building with the same amount of commercial and residential uses on the upper floors, DDOT is incorrect in stating that this will result in a worst-case calculation, and DDOT should include mixed use development. Further comment will likely be offered when DDOT and the Louis Berger Group provide the numbers for the development that they intend on simulating, since it is difficult, in the absence of that information to determine whether DDOT and the Louis Berger Group have assumed that correct levels of development in each scenario.

#### **Trip Generation Rates:**

The Trip Generation Rates used by Montgomery County for development near the Friendship Heights Metro were rejected by OP for use in evaluating developments near the Friendship Heights Metro based on former OP Director Altman's statement that the Montgomery County rates are intended for use in assessing the adequacy of public facilities, and that Montgomery County did not take into account proximity to Metro in developing those trip generation rates. The publication in which the trip generation rates are included specifically states that proximity to Metro was taken into account, so those trip generation rates should be used unless DDOT can produce other evidence that Montgomery County did not actually take into account proximity to Metro in developing those trip generation rates. In addition, the purpose of these projections

is to assess the adequacy of infrastructure for the UWACS plan, so it seems absurd to reject the Montgomery County trip generation rates on that basis.

**Chase Tower, Hecht's site and Chevy Chase Center site:**

Some traffic for the Chase Tower should be added to the counts for the Addendum to the Friendship Heights Transportation Study. That building was largely unoccupied when those traffic counts were taken. The traffic associated with the Chase Tower should not be included in the WACTS, since the building is now occupied, but DDOT should be careful to include in the WACTS scenarios as existing development only those buildings still occupied on the Hecht's site and to take into account that there is no development currently on the Chevy Chase Center site, and that many buses have been rerouted.

In the FHTS, DDOT assumed that the Chase Tower on Willard Avenue in Friendship Heights, MD was fully occupied in early March 2003, when it collected data for its traffic study. As of October 2002, there were 160 employees in the building, a building that would have an estimated occupancy of over 1,140 when fully occupied. Some additional tenants were added between October and March. In comments on the UWACS submitted in February 2004 by Marilyn Simon, there was a photograph of the Chase Tower taken on March 25, 2003, showing a "see-through" building, a building that was largely unoccupied, along with the list of the 9 tenants as of March 25, 2003, in suites on the second, third, seventh, tenth, eleventh and twelfth floors.

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-----Original Message-----

From: Frankel, David P. [mailto:DFRANKEL@ftc.gov]

Sent: Wednesday, February 02, 2005 1:37 PM

To: Bullock, John (DDOT); Laden, Ken (DDOT); Tangherlini, Dan (DDOT)

Cc: Marilyn Simon; Carolyn Sherman; jciw-centernet@erols.com; bruce.lowrey@navy.mil; glm990@yahoo.com; berman@gwu.edu; LOUISWOLF@aol.com; MartiEdmondson@aol.com; andra tamburro; Cummins1@aol.com; Margscha@aol.com; Antnbyrne@aol.com; jemammen@bellatlantic.net; jbachman@aiadc.org; maryalicelevine@starpower.net; Pavukmatt@aol.com; dougwonderlic@earthlink.net; amybmvey@msn.com; chapmantodd@yahoo.com; AmyHoangDC3E02@aol.com; lucy.eldridge@verizon.net; acsullivan@starpower.net; schumannwiss@juno.com; Nmacwood@aol.com; AHG71139@aol.com; ANCAAnne@aol.com; trudyreeves@yahoo.com; afechter\_1013@yahoo.com; anc3b@aol.com; greg\_j\_pickens@yahoo.com; bbaldwin@imf.org; SN3MACD@aol.com; chriskain@currentnewspapers.com; current@erols.com; Dismant@louisberger.com; KathyPatterson (COUNCIL); Mendelson, Phil (COUNCIL); Brown, Kwame (COUNCIL); Cropp, Linda (COUNCIL); Catania, David (COUNCIL); afenty@dccouncil.washington.dc.us; Graham, Jim (COUNCIL); mbarry@dccouncil.us; McCarthy, Ellen (OP); Melissa.Bird@dc.gov; Bird, Melissa; Kim, Ji Youn; Pagano, Penny (COUNCIL); Cole, Michelle (COUNCIL); ismart@aol.com; Ismart, Dane  
Subject: Public Comment on the WACTS

Dear Messrs. Bullock, Laden and Tangherlini:

The undersigned hereby respectfully submit this comment and request that it be considered by DDOT and its consultants and placed on the public record in connection with the Wisconsin Avenue Corridor Transportation Study. To the extent that you are counting comments, we also respectfully request that you count this comment as if it had been submitted individually by each of the signatories.

As explained by the lead consultant from the Louis Berger Group, their transportation studies all assume that weather is ideal, that there are no accidents, emergencies or poor road conditions (e.g., potholes)

impeding or blocking traffic, and that Metrorail is performing as expected. The consultant explained that this is the industry standard for such studies.

Our question and comment concerns how frequently the study area is affected by inclement weather or other conditions that cause traffic slowdowns. If a particular intersection is rated at level of service "C," it seems likely that when, for example, the weather is poor or there is an accident a few blocks away or Metrorail is significantly delayed or out of service that the level of service falls to "D" or "F." We request that the WACTS highlight these and optimistic assumptions plainly and simply up front at the beginning of the study. We also request that the WACTS quantify the number of days per year that the study area is impacted by the type of inclement weather that slows traffic (e.g., rain, snow, fog) and the number of time per year that portions of the study area are impacted by other conditions that cause traffic slowdowns.

Our basic point, again, is that even if the Louis Berger Group and DDOT conclude that particular intersections achieve level of service "C" under ideal conditions, that level is likely to be lower than level "C" for a substantial part of each year, or even each day.

Respectfully submitted,

David P. Frankel  
Marilyn Simon  
Greg Pickens  
Carol Cummins

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-----Original Message-----

**From:** Nmacwood@aol.com [mailto:Nmacwood@aol.com]  
**Sent:** Tuesday, January 25, 2005 12:01 PM  
**To:** John.Bullock@dc.gov  
**Cc:** ann.simpson-mason@dc.gov; Ken.Laden@dc.gov  
**Subject:** Re: Wisconsin Avenue Corridor Transportation Study

John,

Thank you so much for forwarding all the materials to me. I have started to go through them and am wondering if I or someone from ANC 3C asked you to evaluate the traffic speed around 34th and Lowell. If we did, we steered you wrong because cars are driving uphill from a traffic light northbound, and southbound they are driving by the school and going downhill to what is usually a red light. The speeding occurs farther south between Cleveland Ave. and Garfield St. on 34th.

Anyway, I appreciate the info. I do plan to attend the meeting on the 27th. Knowing in advance some of what will be presented will help me respond more effectively. I also plan to forward some of the info to other commissioners so they will have a better understanding of what you found in their SMDs.

Nancy

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**From:** Nmacwood@aol.com [mailto:Nmacwood@aol.com]  
**Sent:** Wednesday, February 02, 2005 12:16 PM  
**To:** KenLaden@dc.gov; John.Bullock@dc.gov  
**Cc:** dan.tangerlini@dc.gov; trudyreeves@yahoo.com; Sheilahogandc@aol.com; Nancyanord@aol.com;

afechter\_1013@yahoo.com; szobay@yahoo.com; dia\_black@hotmail.com; bbeckner@fw-law.com  
**Subject:** Wisconsin Ave. Corridor Transportation Study

Dear Ken,

I believe the deadline for commenting on the WACTS is approaching. I have previously submitted email comments, so I won't repeat them here. This additional comment reflects views I heard last week during the Comprehensive Plan revision workshops, which I think are pertinent to this study. I attended the Transportation and Land Use sessions for Wards 5,6,7, and 8. The comments I heard from residents expand, and to some extent explain, the comments you have heard from Ward 3 regarding this study.

The message I got was that residents throughout the city are very concerned that they are losing their quality of life. Even in wards that are seeking revitalization, residents expressed caution that too much development would bring traffic and noise. They argued for better transportation linkages around the city so that D.C. residents could move around more freely. I heard a lot of comments about serving city residents rather than designing transportation systems that primarily serve the region. These sessions convinced me that the comments we hear in Ward 3 about the dehumanizing effect of traffic and parking issues on the residents are the same issues that are being experienced or are feared in other parts of the city. This isn't a Ward 3 issue.

What does this have to do with this study? Based on what I heard last week, I think DDOT should use this opportunity to expand the vision of what should be included in a corridor transportation study. Level of service is a traditional metric and I know you have received comments urging you to evaluate more detailed data that would better inform the measurements. I agree with those comments, but I also think DDOT should examine the impact of LOS on bike riders, pedestrians, air quality, and the specific impacts on adjoining residential streets. The recommendations of recent DDOT studies, including the Truck Study, which highlighted Wisconsin Avenue as a truck route into the city core, should be factored into the current study. Tour bus activity on Wisconsin Avenue should also be evaluated. Since most of the data collection is occurring before tourist season the impact of tourism on Wisconsin Avenue may be missed or undervalued. Finally, I think DDOT should adjust recommendations regarding future development scenarios according to potential uses. The traffic impact of a 4-story development on the corridor and adjacent neighborhoods will be different depending on whether it is office space, residential, mixed, commercial, residential-serving or destination-serving. Adhering to the draft UWACS recommendations for development along the corridor will provide some of that information, but DDOT may have to extrapolate that certain use mixes work from a traffic viewpoint and other use configurations would overburden Wisconsin Avenue and the adjoining neighborhoods.

Thank you for considering my comments.

Best regards,  
Nancy MacWood  
ANC 3C09

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-----Original Message-----

**From:** Douglas Wonderlic [mailto:dougwonderlic@earthlink.net]  
**Sent:** Thursday, February 03, 2005 2:00 AM  
**To:** John.Bullock@dc.gov  
**Subject:** Wisconsin Ave. Corridor Transportation Study - Comments

I appreciated the recent neighborhood meeting with yourself and the Louis Berger Group. I have the following comments regarding the study.

1. Throughout the corridor, I hope that there will be a great emphasis on pedestrian safety rather than simply efficient traffic flow.
2. In order to improve both pedestrian and vehicular safety, I suggest the following specific changes at Albemarle, Nebraska, 39th Street, and Grant Road.
  - a. Add a "Stop Here on Red" sign east of the pedestrian cross walk on Albemarle at 39th Street. During a red light, this sign will keep west bound vehicles on Albemarle from proceeding to fill the two car spaces west of 39th Street and east of Nebraska. This will enable (two) north bound cars on 39th Street to turn left (west) onto Albemarle and fill the two spaces east of Nebraska, while waiting for the light to turn green. This change will also offer pedestrians crossing Albemarle at 39th St. some protection from vehicles going west on Albemarle and crossing 39th St. When the light is green, traffic flow should continue as normal so this change will not impede traffic.
  - b. In conjunction with the "Stop Here on Red" sign, consider delaying the green light for vehicles that are east bound on Albemarle and crossing or turning left (north) onto Nebraska. This change will prevent vehicles turning left (north) onto Nebraska from starting their turns before west bound Albemarle vehicles and pedestrians can cross Nebraska.
  - c. Add a "Turning Vehicles Yield to Traffic and Pedestrians" sign for vehicles that are heading north on Nebraska but turning right (east) onto Albemarle Street. Currently, vehicles whip around the corner (often unseen because of the angle) and endanger both vehicles and pedestrians crossing 39th Street at Albemarle.

These are my suggestions for improving safety and traffic flow at this dangerous intersection. Your traffic consultant, Mr. Ismant, may have better ideas. Please pass my suggestions on to Mr. Ismant and his team at Louis Berger Group. If Mr. Ismant would like to meet with me and a few other neighbors at this intersection for further discussions, we would be pleased to meet with him. Thank you. Doug Wonderlic

--- Douglas Wonderlic

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-----Original Message-----

**From:** Ernesto Gluecksmann [mailto:ernesto@infamia.com]

**Sent:** Wednesday, February 09, 2005 10:59 PM

**To:** john.bullock@dc.gov

**Subject:** Question on Parking Metrics for Glover Park area

Hello Mr. Bullock,

In January, I attended a meeting at the Guy Mason center on the Wisconsin Avenue Corridor study. I listened to the presentation and was impressed with the over level of detail. What didn't impress me too much, were with some of the attending members of the audience and their questions (walk bridges over Wisconsin?). I really don't know how you guys deal with that.

That being said, there was one statistic that struck me a bit strange. The parking capacity in Glover Park was listed at 90% for the hours after 8pm at weekdays.

I can't shake the feeling that may be too generous and at the risk of being a pest, I was wondering how did the consultants come up with that metric? Because to me, that means that 10% parking capacity is available. That is to say, one out of every ten spots is available in the neighborhood after 8pm. And, if you drive through our neighborhood, I'll bet you that you'll drive past 50 or more cars and still not find a spot to park.

Kind regards,  
Ernesto Gluecksmann

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-----Original Message-----

From: Marilyn Simon [mailto:Marilyn.Simon@fcc.gov]

Sent: Tuesday, February 22, 2005 4:35 PM

To: Marilyn Simon; Bullock, John (DDOT); Laden, Ken (DDOT); Tangherlini, Dan (DDOT); kpatterson@dccouncil.washington.dc.us; Cole, Michelle (COUNCIL); Pagano, Penny (COUNCIL); Kim, Ji Youn; Melissa.Bird@dc.gov; Frankel, David ; MJSimon524@aol.com; greg\_j\_pickens@yahoo.com; glm990@yahoo.com; acsullivan@starpower.net; lucy.eldridge@verizon.net; chapmantodd@yahoo.com; amybmcvey@msn.com; AmyHoangDC3E02@aol.com; Nmacwood@aol.com; schumannwiss@juno.com; AHG71139@aol.com; McCarthy, Ellen (OP); Dismant@louisberger.com  
Cc: Cummins1@aol.com; Carolyn Sherman; bruce.lowrey@navy.mil; berman@gwu.edu; maryalicelevine@starpower.net; Marymillott@aol.com; jciw-centernet@erols.com  
Subject: RE: Corrections to Minutes for Public Meetings: Wisconsin Avenue Transportation Study and Addendum to FHTS

Mr. Bullock:

I just noticed that you posted the minutes from the two recent public meetings on the WACTS. I appreciate your posting the minutes, which gives the community the opportunity to make certain that their remarks were accurately captured.

In looking at the minutes, I noticed that a few of my statements were not correctly summarized:

1. On the fourth bullet point in Development Impact Scenarios on page
- 2, you summarized the development which we had said should not be included in the fourth scenario. This summary is not accurate.

We requested that existing development be used for sites for which the development was less than 15 years old, and sites for which the existing development is within 80% of what would be allowed with the UWACS. This is to replace the OP proposed scenario that assume that all existing development is razed and replaced with PUDs. The DDOT minutes describe the second condition as development within 80% of MOR. That is not what the community suggested at the meeting and in the October 2004 letter.

Existing development should be used if it is less than 15 years old or within 80% of what is in the UWACS [which for some sites is MOR, but for some sites it is a PUD and for others it is a PUD with a higher zoning designation.]

2. I believe that I also stated that an additional scenario might be necessary, to take into account the bonus densities associated with the Inclusionary Zoning proposal, i.e., a scenario which would allow 20% bonus densities. This is important since the Office of Planning has stated that the Inclusionary Zoning proposal should only apply to those areas where a 20% bonus density is "possible and desirable." [See, for example, Jan.25 testimony before the Committee of the Whole.] A study of the ability of the infrastructure on the Wisconsin Avenue Corridor is necessary to determine whether the Corridor can support the bonus densities proposed, and if the studies are not conducted or if the studies show that the Corridor cannot support that extra density, these areas should be designated by OP as among the areas where bonus densities would not be allowed.

3. On page 2, in the section on Development Impact Scenarios, I stated that most of the traffic associated with the Chase Tower should be included in the addendum to the FHTS, since there were only a handful of tenants when the traffic count was taken. However, I was clear in stating that the Chase Tower is now mostly occupied, and its traffic will be reflected in the counts for the WACTS, so it should not be added for the WACTS. As stated in the minutes, GEICO should be included in both.

4. In the section on Parking Management and Enforcement, you included the comment that the Ward 3 zone should be subdivided, with an area near the Tenleytown Metro. In that discussion, a subzone for the area near the Friendship Heights Metro was also mentioned.

I certainly appreciate your willingness to provide existing and proposed development square footage information to be used for the development scenario analyses to residents, and as we had stated before, that information should also include the assumed uses and trip generation rates.

I appreciate your posting the draft minutes and look forward to seeing corrected minutes.

Sincerely,  
Marilyn Simon

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-----Original Message-----

From: Marilyn Simon [mailto:Marilyn.Simon@fcc.gov]

Sent: Monday, March 14, 2005 2:39 PM

To: Bullock, John (DDOT); Laden, Ken (DDOT); Tangherlini, Dan (DDOT);  
kpatterson@dccouncil.washington.dc.us; Mendelson, Phil (COUNCIL); Fenty, Adrian (COUNCIL);  
Singer, William (COUNCIL); Cole, Michelle (COUNCIL); Pagano, Penny (COUNCIL); Kim, Ji Youn;  
Bird, Melissa (OP); Bird, Melissa; Frankel, David ; MJSimon524@aol.com;  
greg\_j\_pickens@yahoo.com; glm990@yahoo.com; acsullivan@starpower.net;  
lucy.eldridge@verizon.net; chapmantodd@yahoo.com; Brown, Kwame (COUNCIL);  
amybmcvey@msn.com; AmyHoangDC3E02@aol.com; Nmacwood@aol.com;  
schumannwiss@juno.com; AHG71139@aol.com; current@erols.com;  
chriskain@currentnewspapers.com; McCarthy, Ellen (OP); Ismart, Dane; Barry, Marion (COUNCIL)  
Cc: Cummins1@aol.com; Carolyn Sherman; bruce.lowrey@navy.mil; berman@gwu.edu;  
maryalicelevine@starpower.net; Marymillott@aol.com; jciw-centernet@erols.com  
Subject: Response to: DDOT's Comments on Scenarios: Wisconsin Avenue Transportation Study and  
Addendum to FHTS

Mr. Bullock, Mr. Tangherlini:

We received the DDOT and OP response to our comments dated February 2005, and we are quite disappointed by:

(1) DDOT's failure to fully incorporate into the revised Development Scenarios virtually all of the corrections that they had committed to including [See Comments 2, 4, 5, 6, 7 and 14.]

(2) DDOT's failure to recognize that the projections associated with the WACTS Development Scenarios are part of the infrastructure analyses for the UWACS that were requested by Councilmember Patterson and each of the affected ANCs. [See DDOT Comment 10 and response, and Comment 13.]

(3) DDOT's reversal of their commitment to evaluate the impact of high on-street parking utilization rates in Tenleytown and Friendship Heights on emergency response times. High parking utilization rates on residential side streets impede the ability of traffic to make way for emergency vehicles on those streets. This commitment was made at the January 19 public meeting. The impact of the UWACS on emergency response times is a major issue for our community. [See Comment 3.]

(4) DDOT's reluctance to correct basic errors in their methodology for calculating the amount of development included in various zones [See Comment 12], DDOT's demonstrated carelessness through the inclusion ambiguous statements about what development is included in each scenario and what assumptions are being made about zoning categories in Friendship Heights, even after clarification was requested. [See Comments 5 and 14.] and DDOT's failure to read our comments carefully [See, for example, Comment 7 and Comment 13.]

(5) DDOT's reliance on an unidentified Montgomery County employee's comments on the M-NCPPC county-wide trip generation rates to impugn the relevance of the M-NCPPC trip generation rates for the Friendship Heights CBD, which, according to M-NCPPC, are intended for use in assessing the adequacy of the public facilities prior to the approval of development plans near the Friendship Heights Metro station.

We have asked for a credible infrastructure analysis of the recommendations of the July UWACS, and responses like these do not inspire confidence that DDOT is able or willing to provide a credible infrastructure analysis.

We respectfully request that DDOT provide another, more carefully, revised Development Scenario document, and the associated data. We have attached the DDOT and OP February 24 response, with our comments added in blue and section numbers added for clarity.

Sincerely,

Marilyn J. Simon, 5241 43rd Street, NW  
David P. Frankel, 4336 Garrison Street, NW  
Gina Mirigliano, 4404 Garrison Street, NW  
Anne Sullivan, ANC 3E05



Response of Simon, Frankel, Mirigliano and Sullivan  
to February 24 DDOT and OP Comments

Comments of  
Marilyn J. Simon, David P. Frankel, Gina Mirigliano, Greg Pickens and Anne Sullivan  
on the January 2005 WACTS Development Scenarios and  
on the information provided on the Addendum to the FHTS on January 19, 2005.

NOTE: We are including the original text of our February 2 letter along with DDOT's and OP's responses dated February 24, 2005. Our response to DDOT's and OP's Comments are provided in **bold blue**, in Tahoma font, below.

**General Comment:**

While in the February 24 Response, DDOT committed to incorporating several of the suggestions and corrections in the WACTS Development Scenarios and the Addendum to the FHTS, virtually none of the promised corrections were fully reflected in the Revised Development Scenarios that was attached to the February 24 Response.

This failure to follow include the corrections in revised Development Scenarios does not inspire confidence that, when DDOT provides to the community the data on the scenarios to be evaluated, the data and the associated methodology will produce a credible infrastructure analysis by which OP's recommendations can be evaluated.

*NOTE: DDOT is including the original text of the message and responding to each issue in turn. In general, we respond to questions and comments raised in the memo and are working to clarify assumptions and methodologies used in the WACTS. DDOT comments are provided in **bold italic**. We have solicited clarification on particular issues from the Office of Planning (OP); OP comments are included in italic.*

**February 2, 2005 Letter [1]**

We appreciate the addition of the fourth development scenario to the WACTS in response to requests by the Councilmember Patterson, ANC commissioners and members of the community. However, as described at the January 19 meeting and in the information distributed at that meeting, the fourth scenario does not correspond to the scenario which Councilmember Patterson and the members of the community requested.

The purpose of the fourth scenario is to analyze the full buildout of the UWACS recommendations, not the "worst case" for complete buildout to maximum PUD potential. This scenario was requested by the ANC's, Councilmember Patterson and the community to determine whether the road infrastructure is sufficient to support a buildout if the UWACS document were to become a Small Area Plan. As such, the ANC's and the community do not want to see development included in that scenario that would not be supported by the UWACS document in a Zoning Commission or Board of Zoning Adjustment [BZA] review. Similarly, the ANC's and the community want to make certain that all the development that can be supported by that document is included in the scenario. The community believes that that analysis is a necessary component of a responsible planning process.

With that in mind, we would like to offer the following corrections to the Scenarios that were distributed at the January 19<sup>th</sup> meeting. We appreciate your commitment to distribute to the community the details for each scenario prior to any simulations being run, and with the understanding that the fourth scenario is being done at the request of the community, and not OP, believe that the corrections on which the community agrees should be included in that scenario.

When we receive the existing development and proposed development details of projects to be included in each scenario, members of the community will likely have additional comments on the accuracy and/or appropriateness of the assumptions.

**DDOT Overall Response:**

*Scenario 4 was developed in response to resident concerns that the three originally proposed WACTS scenarios did not represent the worst case scenario. However, some residents have expressed concern that the proposed WACTS Scenario 4 still does not reflect what they would like to see for Scenario 4. We have revised Scenario 4 to reflect citizen's comments that Scenario 4 should emulate the draft UWACS Illustrative Plan. We are currently reviewing the draft UWACS Illustrative Plan to identify and develop assumptions. Revised Scenario 4 reflecting the draft UWACS Illustrative Plan will be available on the DDOT website. We will also post the development details and assumptions for each scenario on the DDOT website.*

**Simon, et al. Response:**

Members of the community were always quite clear, and never requested the "worst case scenario" as described in the earlier document, but requested instead a worst case scenario based on the recommendations of the UWACS. In fact, on October 20, 2004, 19 members of the community, including all 5 current ANC 3E commissioners and ANC 3D, provided a detailed description of what should be included in the fourth scenario, which is intended evaluate all the development that is included in the July 2004 UWACS.

While we appreciate your statement that you will revise the fourth scenario, repeated mischaracterizations of our request, in spite of our repeated attempts to correct those mischaracterizations, are not appreciated and undercut any credibility that DDOT might have with the community.

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**February 2, 2005 Letter [2]**

**Corrections to All Scenarios: UWACS area is not just area immediately adjacent to Wisconsin Avenue**

As discussed at the meeting, DDOT will correct the characterization that the scenarios look at development "immediately adjacent to Wisconsin Avenue," and replace that with development "within the UWACS area or immediately adjacent to Wisconsin Avenue" to take into account the fact that certain parcels for which UWACS recommends development are not adjacent to Wisconsin Avenue, including the Lord & Taylor site and the surface parking lot between Lord & Taylor and Mazza on Western Avenue.

**DDOT Response**

*Yes, WACTS scenarios will analyze developments within the UWACS area or immediately adjacent to Wisconsin Avenue south of the UWACS area.*

**Simon, et al. Response:**

We appreciate this commitment, but the revised Development Scenarios which accompanied this response did NOT reflect this change. See, for example, Exhibit 1 on page 2, the charts on page 3, and the descriptions of Scenario 3 and Scenario 4 on page 6.

How can we be confident in the correct development numbers to be evaluated when DDOT doesn't seem to be able to implement this simple change?

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**February 2, 2005 Letter [3]**

**Parking Utilization and Emergency Response Times:**

Projections will be made for parking utilization and a discussion of the impact of projected parking utilization rates [for residential streets] on emergency response times will be included in the report.

**DDOT Response**

*The WACTS scope of work does not include projections for parking utilization or the impact of future parking conditions on emergency vehicles. However, we will examine specific emergency sites such as the Tenleytown Firehouse, where emergency signals may be warranted, and the impact of nearby parking on the emergency services.*

**Simon, et al. Response:**

A parking evaluation is critical to understanding the impact of the OP recommendations on the surrounding residential neighborhoods, particularly on the areas near Tenleytown.

In addition, at the public meeting at St. Anne's, a question was raised about the impact of parking utilization rates on residential streets on the emergency response times. At that time, we were assured that the WACTS and the Addendum to the FHTS would include a complete evaluation of this issue.

The FHTS shows parking utilization rates near, at and above 100% on many of the streets near the Friendship Heights Metro. At those hours, there is not enough room for traffic to get out of the way of emergency vehicles, since there are few areas where the vehicles can move to the side, to allow the emergency vehicle to pass. This can affect the amount of time it takes to reach homes in these areas, and it part of the critical infrastructure analysis requested by the ANCs and Councilmember Patterson.

DDOT should not ignore the impact of high parking utilization rates on the amount of time it takes emergency vehicles to reach our homes. While DDOT should also evaluate the traffic controls needed at sites such as the Tenleytown Firehouse, that is separate from the issue of the impact of OP's proposals on the amount of time it takes to travel through neighborhood streets.

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**February 2, 2005 Letter [4]**

**The Fourth Scenario should not include PUDs on the block from Fessenden to Ellicott Streets**

The UWACS does not recommend PUDs on the block from Fessenden Street to Ellicott Street, and the community was explicit in its October 2004 proposal in stating that development on that block should not be evaluated as PUDs. That should be evaluated for matter-of-right [MOR] development, unless OP initiates a proposal to downzone that block prior to the evaluation of future development in the WACTS. For that block, MOR development will involve an increase of 62,818 SF, to be used as new residential development with retail uses similar to those currently on the block, on the west side of Wisconsin Avenue, and an increase from the existing development of 14,392 SF on the east side of Wisconsin Avenue between Ellicott and Emery Streets, with that increase used for residential uses.

DDOT Response

*The block from Fessenden Street to Ellicott Street will be evaluated for matter-of-right [MOR] development in the WACTS Scenario 3.*

Simon, et al. Response:

While we appreciate this commitment, DDOT did not read the comment carefully. We requested that Scenario 4, not Scenario 3, reflect the UWACS, and as such, Scenario 4 should not be including PUDs on the block between Ellicott and Fessenden.

The revised Development Scenarios which accompanied this response did NOT reflect the change requested. See the description of Scenario 4 on page 6.

Again, how can we be confident in the development numbers to be evaluated when DDOT doesn't seem to be able to understand our corrections and incorporate them into the new document?

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February 2, 2005 Letter [5]

**The Impact on the WACTS Area of development north of Fessenden Street must be included:**

Development north of Fessenden Street, as is appropriate for each scenario, will be included in the WACTS, and development south of Fessenden Street, but north of Albermarle, will be included in the Addendum to the Friendship Heights Transportation Study and the Addendum to the Military Road Transportation Study. Development near Nebraska Avenue will also be included in the Military Road Transportation Study.

DDOT Response

*Development north of Fessenden Street in the Friendship Heights area, as specifically defined for each scenario, will be included in the WACTS.*

Simon, et al. Response:

We appreciate this commitment, but the Revised Development Scenarios which accompanied this response did NOT reflect this change.

1. The Floor Area Ratio chart on page 3 doesn't even include the two new zones that are recommended by OP for Friendship Heights, C-2-C and CR, which, with PUDs, allow FARs of 6.0 and 8.0, respectively, as well as heights of 90 feet and 110 feet, respectively.

2. In Scenario 2, on page 5, in describing the development to be included in Friendship Heights, there is no reference to the zoning level at which the PUDs will be calculated, existing zoning or the OP recommendation, but given that the new zones

3. DDOT is not including the 5 stories of condominiums that OP recommends allowing above Mazza Gallerie.

4. In describing the amount of development to be included at the WMATA and Buick sites, DDOT states it will be "based on the most up to date figures." This is ambiguous, and it should be clearly stated that the development evaluated at these sites should be determined calculating the maximum allowed with a PUD and using the map amendments recommended in the July 2004 UWACS.

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**February 2, 2005 Letter [6]**

**Geico Site: Holland & Knight has confirmed that Geico intends on developing that site according to the current plan.**

The planned development on the Geico site, on Western Avenue, should be included in Scenarios 2, 3 and 4. The proposed development is as described in Appendix K of the Friendship Heights Transportation Study.

**DDOT Response**

*We will include GEICO in WACTS Scenarios 2 through 4.*

**Simon, et al. Response:**

**We appreciate this commitment, but the revised Development Scenarios which accompanied this response did NOT reflect this change.** See, for example, Scenario 2 on page 5 and Scenarios 3 and 4 on page 6, as well as Exhibit 1 on page 2.

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**February 2, 2005 Letter [7]**

**Corrections to Scenarios 3 and 4: The Community did not request a scenario in which all properties are “razed and/or redeveloped.”**

In Scenario 3 and Scenario 4, it is stated that DDOT will assume that “all properties . . . will be razed and/or redeveloped as necessary to fully build up to the limits of current matter of right zoning” [in scenario 3] and “all properties will be razed and/or redeveloped as necessary to fully build up to the limits of current zoning with a planned unit development (PUD).” [Scenario 4]

The community did not request a scenario in which all existing development was razed and redeveloped to these limits, but was quite explicit in its October 19, 2004 message and proposal in stating that redevelopment on sites which have been developed within the last 10 years, or which are at least 80% of the amount of development that would be allowed under the limits being considered, should be evaluated using the existing development only. The following is an excerpt for the Community’s proposal, signed by all five current ANC 3E commissioners and ANC 3D, as well as other members of the community:

It will be assumed that all sites in the corridor will be developed to those limits with the following exceptions:

- (1) sites which have been redeveloped in the last 10 years;
- (2) sites for which the FAR of the existing development is at least 80% of the amount of development that would be allowed under these limits; and
- (3) sites where the illustrative examples included in the UWACS are inconsistent with the text of the UWACS, in which case the site will be evaluated at the level of development which would generate the most traffic, generally the illustrative example.

In fact, it might be appropriate to change the time frame in the first exclusion from 10 years to 20 years, excluding all sites that were redeveloped since 1985.

**DDOT Response**

*For Scenario 3, WACTS will assume that all sites in the corridor will be developed to MOR or PUD limits (as detailed in the scenario description) with the following exceptions:*

- (1) *sites which have been redeveloped in the last 10 years based on CAMA data (effective build date);*
- (2) *sites for which the FAR of the existing development is at least 80% of the amount of development that would be allowed under these limits; and based on CAMA data adjusted to factor out underground parking, compared with land area and MOR allowances.*

Simon, et al. Response:

First, this request was made for both Scenario 3 and Scenario 4. We would like a commitment from DDOT to revise Scenario 4 to reflect this change. This is critical, since Scenario 4 represents the infrastructure analysis for the UWACS that was requested by the community.

Further, while we appreciate this commitment to change Scenario 3, the revised Development Scenarios which accompanied this response did NOT reflect this commitment. See Scenario 3 on page 6, as well as Exhibit 1 on page 2. See, also Scenario 4, where the same change is necessary.

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February 2, 2005 Letter [8]

**Corrections to Scenario 4: OP has understated the density by assuming PUDs for sites where Matter-of-Right development allows higher density.**

DDOT proposes to analyze development in certain residential zones using the FAR for PUDs, where matter-of-right [MOR] development will result in a larger building. These need to be corrected with the larger of PUDs or MOR development included in the scenario.

For example, for R-4, DDOT and OP propose to model Scenarios 3 and 4 with a FAR of 1.0, which is the maximum for a PUD in that zone. However, matter of right development in an R-4 zone would allow row-dwellings, flats, churches or public schools with a height of 40 feet, a maximum of 3 stories and a lot occupancy of 60%. This would be the equivalent of a maximum FAR of 1.8, nearly twice DDOT would be assuming with a PUD.

Similarly, for R-3, DDOT and OP propose to model Scenarios 3 and 4 with a FAR of 0.6, which is the maximum for a PUD in that zone. MOR development in an R-3 zone would allow row dwellings with a maximum height of 40 feet/3 stories and a lot occupancy of 60%, again with a maximum FAR of 1.8, three times what DDOT would be assuming with a PUD.

For R-2 and R-1-B, DDOT and OP propose to model Scenarios 3 and 4 with an FAR of 0.4, which is the maximum for a PUD in those zones. However, MOR development would allow homes with a height of 40 feet/3 stories, and a lot occupancy of 40%, with a maximum FAR of 1.2, three times what DDOT would be assuming with a PUD. For churches and schools in those zones, a lot occupancy of 60% would be allowed with a maximum FAR of 1.8, more than 4 times the FAR that DDOT and OP would be assuming.

***OP Statement: FAR AS A MEASURE OF DENSITY IN THE R-1 THROUGH R-4 ZONE DISTRICTS***

*Density is a standard measure by which to assess impacts on infrastructure (such as roads, parking, sewer and school capacity) or on adjacent structures and the character of the surrounding area. In the District's higher intensity residential zones and in its commercial zones, density is typically correlated to Floor Area Ratio (FAR). FAR gives the amount of gross building floor area that can be developed on a piece of land. For these higher intensity residential zones, and for commercial zones, the Zoning Regulations do not specify how many dwelling units, offices, etc. can be built within this square footage. Unless a project requires discretionary review, the number of dwelling units, office, etc. is up to the developer and the architect. For planning purposes, industry standards are used to estimate how many dwelling units, or office employees or retail display space can then be fit into a particular number of square feet.*

*However, in the lower density R-1- through R-4 residential zone districts FAR does not provide a reasonable measure of density. In these zones, the Zoning Regulations specify the maximum number of dwelling units that can be built on a property of a specific size and dimension. Regardless of unit size, the maximum permitted number of units is the same for matter of right and for PUD development.*

*In the R-1 through R-3 zone districts, one single family dwelling unit is permitted on one lot. In these zones, FAR is not prescribed for matter-of-right construction, because as long as a lot meets the minimum dimensions for a particular zone district, one dwelling unit –and only one dwelling unit – is permitted.*

*A PUD would be rare in one of these zones, especially along the Upper Wisconsin Avenue corridor, because of the large minimum area (2 acres) required to permit consideration of a PUD. However, there may be larger tracts where a PUD would permit more optimal clustered development that would enable sensitive land or historic resources to be protected. In such a situation, while a greater number of dwelling units would be clustered into a smaller sub-area of the PUD, the overall number of permitted units in the PUD and in the matter of right development would be the same, regardless of the square footage of the individual units.*

*Similarly, in the R-4 zone, the number of dwelling units is limited by lot size, not by FAR. Within each 18-foot wide, 1800 square foot area, not more than one single family dwelling, two flats or – if part of a conversion of a pre-1958 building – two apartments, are permitted. Again, the overall number of permitted units is the same in an R-4 PUD and in an R-4 matter of right development, regardless of the square footage of the individual units.*

*Only in residential zones R-5 and greater, and in commercial zones, does FAR become the appropriate measure of density and the impacts such density has on the surrounding neighborhood.*

**DDOT Response:**

*Based on the OP Statement, the Study Team will use the number of dwelling units (DU) as the measure of development density for lots zoned R1 through R4. For zones R1 and R2, it is assumed that each lot will have one (1) DU. Therefore, the number of dwelling units will not change whether the development is MOR or PUD. The number of dwelling units for zones R3 and R4 will be calculated assuming an average land area for each unit at a minimum of 900 sq. ft. For example, if the lot size is 3,700 sq. ft. for zone R3 and R4., then the assumed number of MOR or PUD dwelling units will be four (4); however, if the lot size is 3,500 sq.ft., then the number of dwelling units would be three (3). This assumption thus estimates the maximum number of dwelling units for a lot. It may slightly overstate the potential number of dwelling units due to lot shapes, setback requirements, and similar issues, but differences should not be material within the overall parameters of the study.*

**Simon, et al. Response:**

We appreciate OP's elaboration on our correction of their error in their describing potential development in R-1, R-2 and R-4 zones, and DDOT's willingness to correct OP's error once members of the community brought it to their attention.

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**February 2, 2005 Letter [9]**

**The above comparisons of PUDs and MOR development in R-1-B and R-2 zones clearly demonstrate the emptiness of the "protections" OP claims for its "Growth Restriction Area"**

As an aside, these calculations clearly demonstrate the emptiness of OP's promise not to allow PUDs in the R-2 and R-1-B neighborhoods outside of the Corridor area. Matter of right development for residential uses in those neighborhoods could be 3 times the size of a PUD and schools and churches could be more than 4 times the size of a PUD. Clearly, no developer would propose a PUD in those neighborhoods without a map amendment.

**DDOT Response:** *Discussed above.*

**OP Statement:**

*No PUDs are allowed in neighborhoods.*

**Simon, et al. Response:**

The Office of Planning seems to have missed the whole point of this comment. As we had pointed out earlier, matter-of-right development in R-1-B, and R-2 zones is more dense and more profitable than a PUD. OP claims to protect these neighborhoods by having a Growth Restriction Area and not allowing PUDs in the neighborhoods.

This is a meaningless promise, inasmuch as developers would not find PUDs in the neighborhoods to be profitable. OP's promise not to allow PUDs in these zones provides no protection that is not already associated with the enforcement of existing zoning.

OP's acknowledgement that matter-of-right development within the growth restriction area could be more dense than that allowed with a PUD should make it quite clear that OP's promise not to allow PUDs in the Growth Restriction Area provides less protection in those areas than would a promise to maintain existing zoning.

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**February 2, 2005 Letter [10]**

**It is not reasonable to maintain that only development that will be completed within 10 years needs to be analyzed to determine whether the infrastructure can support the UWACS recommendations**

In order to evaluate the ability of the infrastructure to accommodate the recommendations of the UWACS, it is necessary to evaluate the development which would get approval from the Zoning Commission or the BZA if the UWACS were to become a Small Area Plan. The Office of Planning would like to evaluate only those projects that are likely, in their judgment, to be completed with ten years. Yet the Office of Planning has not provided any information on why the recommendations of the UWACS would not be effective after 2015, or why we would no longer have concerns about traffic, parking, schools, parks, emergency services and other infrastructure issues. Would there be a development moratorium, including a prohibition on matter-of-right development? Would residents cease traveling to supermarkets, errands, children's activities, work or school? Clearly, the entire UWACS proposal needs to be evaluated and this is



included in our description of what should be included in Scenario 4, and imposing an arbitrary time frame to limit the amount of development which would be evaluated would be irresponsible.

**DDOT Response:**

*The Wisconsin Avenue Corridor Transportation Study is a corridor transportation study. The main study purpose is to develop short-term and long-term traffic management and infrastructure improvements to reduce traffic congestion, especially during weekday peak hours and Saturday mid-day; improve traffic and pedestrian safety; and protect surrounding residential streets from traffic impacts. The study considers near-term transportation improvements which can be implemented approximately in a 10 year horizon.*

*In transportation analysis, traffic forecasts are usually conducted for a 20 year horizon as you have seen in the Metropolitan Washington Council of Governments regional transportation plan. However, in order for the analysis to remain realistic and account for developments with strong future potential, a mid-range 10-year horizon was selected as the analysis timeline for WACTS.*

**OP Statement:**

*The time frame for the market study was 10 years for residential and office. Retail, as a secondary market condition (reliant upon residential and office conditions), changes more frequently. This duration is often used for retail because the average lease span is typically five years.*

**Simon, et al. Response:**

DDOT maintains that the purpose of this study is to develop long-run and short-run traffic management and infrastructure improvements, and so they need only do projections based on the development that would likely occur in a short timeframe.

However, this study is also being used to determine whether the infrastructure can support the development proposed in the UWACS. This is why it is necessary to consider all the development proposed in the UWACS, and not set an arbitrary limit. That is what will be done with the fourth scenario, provided DDOT accurately incorporates all the necessary corrections.

DDOT's responses to date do not inspire confidence that DDOT will implement the necessary corrections and provide a credible analysis.

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**February 2, 2005 Letter [11]**

**Inclusionary Zoning:**

If an inclusionary zoning bill is passed, it is necessary to evaluate a fifth scenario for the WACTS area and another addendum to the FHTS and the Military Road Transportation Study. The current proposal would allow for a 20% increase in density for matter-of-right development if residential uses are provided, requiring that approximately half that area be sold or rented at below market rates as affordable housing. Development under this proposal would be particularly lucrative to developers of C-2-A properties in the UWACS area, since, it would allow the same density as a PUD, but without the delays associated with that process or the need to provide any other amenities. Currently, condominiums along Wisconsin Avenue are selling for as much as \$700-800 a square foot, so the bonus density included in the Inclusionary Zoning proposal would result in a large increase in profits, and given that the additional density for the "affordable" units is half of the bonus, so there is no land cost associated with the units, the developer is likely to at least break even on those units. However, the 20% increase in density allowed in MOR development

will impact traffic on Wisconsin Avenue and on nearby residential streets, and another WACTS scenario would need to be done to evaluate the impact of that proposal.

That fifth scenario would be a modification of the third scenario, where all sites which are assumed to be developed to MOR limits are reevaluated with additional residential density to take into account the 20% bonus density in the Inclusionary Zoning proposal. If a LOS of C or better is not possible at each intersection with this scenario, the the Inclusionary Zoning bonus densities should not be applied to the Wisconsin Avenue Corridor.

OP Statement:

*There are several proposals being developed at this time. Any inclusionary zoning proposal would need to be evaluated city-wide, not just on Wisconsin Avenue. Therefore, a "fifth scenario" is not appropriate at this time.*

Simon, et al. Response:

In her January 25, 2005 testimony on Inclusionary Zoning, Ms. McCarthy of the Office of Planning stated that it was necessary to identify the areas of the District where density bonuses are both possible and desirable, eliminating parts of the District where it would be "hard to imagine how a 20% increase in density could be accomplished, without destroying the scale and character of the neighborhood." Ms. McCarthy went on to state: "This leaves us primarily with areas around transit stations, and those identified as Housing Opportunity Areas and Development Opportunity Areas on the Map. That is the direction that both OP and the Campaign have been heading."

Since Tenleytown and Friendship Heights are two areas that are near Metro stations and include HOAs, it appears as though Ms. McCarthy might not recognize that these neighborhoods do not have the infrastructure available to accommodate the 20% increase in density, and further, that the bonus densities would destroy the scale and character of the communities. While an examination of the effect of bonus densities on the scale and character of our neighborhoods is beyond the scope of the WACTS, the information collected in the WACTS can provide some, but only some, of the information needed to determine whether there is adequate infrastructure available to allow bonus densities associated with the Inclusionary Zoning proposals along Wisconsin Avenue.

If DDOT chooses not to provide these projections now, it is essential that this area not be included in any proposal that would allow bonus densities without an Addendum to the WACTS, an Addendum to the FHTS and an Addendum to the Military Road Transportation Study, with review of those studies to verify that the projected level of service at each intersection will not fall below LOS C, as well as the other infrastructure analyses and an evaluation of the impact on the scale and character of our neighborhoods.

Given Ms. McCarthy's public statements the need to evaluate areas individually to determine the appropriateness of the bonus densities associated with inclusionary zoning and about applying bonus densities in neighborhoods like Friendship Heights and Tenleytown, and it is disingenuous for them to state that an examination of bonus densities should be done on a city-wide basis.

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February 2, 2005 Letter [12]

OTHER TECHNICAL CORRECTIONS:

**DDOT assumptions about land use in calculating traffic understate the impact of development with mixed-use zoning:**

DDOT is assuming a single use for each site, claiming that this will demonstrate a worst case scenario. In fact, given the predominance of zoning for mixed use, where the maximum size of a purely commercial building is significantly less than the maximum size of a building with the same amount of commercial and residential uses on the upper floors, DDOT is incorrect in stating that this will result in a worst-case calculation, and DDOT should include mixed use development. Further comment will likely be offered when DDOT and the Louis Berger Group provide the numbers for the development that they intend on simulating, since it is difficult, in the absence of that information to determine whether DDOT and the Louis Berger Group have assumed that correct levels of development in each scenario.

DDOT Response:

*The ITE Trip Generation Manual shows that mixed use land use generates fewer vehicular trips than a single use land use subject to internal capture. For example, in mixed use development such as an office building with retail shops on the ground level, workers may be able to buy lunch or pick up dry cleaning at the ground level shop without having to drive to those locations.*

*The Study Team will use an assumption that if there is currently a mixed use, then the land use mixture in the scenario analysis will depict the same mix of uses (albeit proportionately more square footage of each use, if the property is not “exempted” from development through the 10-year or less age assumption or the 80 percent MOR assumption requested by the community). If the existing land use is a single use, then the scenario analysis will use the assumption of a single land use, as appropriate.*

Simon, et al. Response:

The total amount of development that DDOT will be evaluating is less than the amount of development allowed in the UWACS for each of the commercially zoned sites on the Corridor, because they are assuming a single use.

While DDOT claims that mixed development has lower trip generation rates, that refers to mixed uses in the area, and not necessarily to each individual site. Further, the trip generation rates already take into account trips that are currently accomplished on foot or as part of several errands on a single trip. In addition, many of those trips, do not impact traffic in the peak hours.

If DDOT insists on excluding the additional density that is included in the UWACS by encouraging residential units above retail uses, it is not counting the development in the UWACS and would not be producing a credible projection of whether our infrastructure can support the associated traffic.

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February 2, 2005 Letter [13]

**Trip Generation Rates:**

The Trip Generation Rates used by Montgomery County for development near the Friendship Heights Metro were rejected by OP for use in evaluating developments near the Friendship Heights Metro based on former OP Director Altman’s statement that the Montgomery County rates are intended for use in assessing the adequacy of public facilities, and that Montgomery County did not take into account proximity to Metro in developing those trip generation rates.

The publication in which the trip generation rates are included specifically states that proximity to Metro was taken into account, so those trip generation rates should be used unless DDOT can produce other evidence that Montgomery County did not actually take into account proximity to Metro in developing those trip generation rates. In addition, the purpose of these projections is to assess the adequacy of infrastructure for the UWACS plan, so it seems absurd to reject the Montgomery County trip generation rates on that basis.

**DDOT Response:**

*(Quote from the Friendship Heights Transportation Study, Appendix N: Response to Public Comments, Response #3)*

*A major element of the general impact analysis methodology employs trip rates for particular land uses developed by the Institute of Traffic Engineers (ITE). Under standard practice, these are reduced to factor an alternative mode of transportation other than automobile. Ms. Simon addressed a difference between the study's trip rate, which applied the ITE trip rate and accepted trip rate reduction methodology, and the trip rates used by the M-NCPPC. Trip rates are different between ITE and M-NCPPC because the purpose of the analysis is different. ITE trip rates are used in traffic impact analysis. The M-NCPPC generated its own trip rates to use in assessing the adequacy of public facilities prior to the approval of preliminary development plans. The M-NCPPC collected trip rates from many developments in Montgomery County, which were then averaged for the same land use type. These averages used by M-NCPPC mask the clear differences in trip generation that are typical of developments near a Metro station. In fact, based on a conversation with a Planning Coordinator (Transportation Planning) at M-NCPPC, the actual trip rate calculated for the GEICO site was approximately 50 percent lower than the trip rates derived from the M-NCPPC study for an "office" land use type. This confirms that the study's assumption of a 50 percent trip reduction from standard rates is fully justified for this study based on the proximity to the Metro and other factors described in the report.*

**Simon, et al. Response:**

Montgomery County, in evaluating the ability of the infrastructure to accommodate development near the Friendship Heights Metro, has set trip generation rates that are higher, for some uses, than the rates that DDOT proposes to use in the WACTS.

DDOT is defending their choice of lower trip generation rates first by stating that the "M-NCPPC generated its own trip rates to use in assessing the adequacy of public facilities prior to the approval of preliminary development plans." [emphasis added.]

Given that the purpose of these projections, particularly Scenario 4, is to test the adequacy of the infrastructure prior to consideration of the UWACS as a small area plan, it seems that the Montgomery County rates for the Friendship Heights CBD would be more appropriate than the ITE rates which DDOT proposes using.

DDOT also cites an unidentified Montgomery County employee, who makes an observation about the modal split for the GEICO site, and seems to be comparing the traffic at the GEICO site to the trips projected using the Local Area Transportation Review Guidelines trip generation rates for other parts of Montgomery County, and not the trip generation rates in Appendix C of the Local Area Transportation Review Guidelines, which gives specific rates for CBD near the Friendship Heights Metro. In fact, the M-NCPPC LATR trip generation rates for office use near the Friendship Heights Metro are lower than the M-NCPPC trip generation rates for other parts of the county. However, the Friendship Heights Transportation Management District has also determined that many office employees who work near Metro cannot or do not use Metro to commute, since many employees don't live near a Metro station, or a Metro commute would be significantly less convenient than use of a private vehicle.

While the M-NCPPC county-wide trip generation rates would project just under 1,000 trips in the peak morning hour, the M-NCPPC trip generation rates for Friendship Heights would project approximately 770 trips in the peak morning hour for the GEICO site.

If DDOT insists on relying on statements by an unidentified Montgomery County employee to discredit the trip generation rates in Appendix C the LATR, while not even being clear that Appendix C was actually even discussed, it is not clear that DDOT will be able to produce a credible study.

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**February 2, 2005 Letter [14]**

**Chase Tower, Hecht's site and Chevy Chase Center site:**

Some traffic for the Chase Tower should be added to the counts for the Addendum to the Friendship Heights Transportation Study. That building was largely unoccupied when those traffic counts were taken. The traffic associated with the Chase Tower should not be included in the WACTS, since the building is now occupied, but DDOT should be careful to include in the WACTS scenarios as existing development only those buildings still occupied on the Hecht's site and to take into account that there is no development currently on the Chevy Chase Center site, and that many buses have been rerouted.

In the FHTS, DDOT assumed that the Chase Tower on Willard Avenue in Friendship Heights, MD was fully occupied in early March 2003, when it collected data for its traffic study. As of October 2002, there were 160 employees in the building, a building that would have an estimated occupancy of over 1,140 when fully occupied. Some additional tenants were added between October and March. In comments on the UWACS submitted in February 2004 by Marilyn Simon, there was a photograph of the Chase Tower taken on March 25, 2003, showing a "see-through" building, a building that was largely unoccupied, along with the list of the 9 tenants as of March 25, 2003, in suites on the second, third, seventh, tenth, eleventh and twelfth floors.

**DDOT Response:**

*As noted in the Friendship Heights Addendum analysis, the future condition analysis for the twelve (12) FHTS intersections will be conducted again including the potential developments in the Friendship Heights area which were not included in the 2003 FHTS. The Addendum analysis will include the following potential developments as noted in the scope of work as well as Chase Tower:*

- 1. Lord & Taylor parking lot*
- 2. Mazza Gallerie parking lot*
- 3. Parking lots and vacant lots in Harrison to Garrison block*
- 4. WMATA (based on the most up to date figures)*
- 5. Buick (based on the most up to date figures)*
- 6. Chase Tower.*

*For WACTS, traffic counts were collected during the fall of 2004 which already includes trips generated by Chase Tower. Therefore, Chase Tower will not be included as an addition to the WACTS development scenario analysis.*

**Simon, et al. Response:**

We appreciate the addition of the omitted development, but the accompanying revision of the Development Scenarios does not reflect this change.

Also, missing from this list and from the Development Scenarios is the five stories of residential development that could be added above the 60-foot tall Mazza Gallerie, if, as OP proposes, a map amendment to CR is allowed.

Further, for the WMATA and Buick sites, it is unclear what DDOT means by "based on the most up to date figures." The development for these sites should be based on a full PUD with the zoning that OP has proposed for those sites:

(a) CR for Mazza Gallerie [with a height increase to 110 feet] and the surface parking lot between Mazza Gallerie and Lord & Taylor, with an FAR of 8.0 [formerly C-3-A, with an FAR of 4.5];

(b) C-2-C with an FAR of 6.0 for parts of the Lord & Taylor site [formerly C-2-A and R-5-B], parts of the WMATA site [formerly C-2-B and R-5-B] and the Buick site [formerly R-5-B], sites which had FARs as low as 1.8; and

(c) C-2-A on the Pepco and Bank sites [formerly R-5-B]

In fact, the CR and C-2-C zones do not even appear in the description of the zoning categories that will be used on page 3 of the revised Development Scenarios, so we remain skeptical that DDOT intends on actually evaluating these sites using the development allowed with the map amendments included in the UWACS.

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-----Original Message-----

From: Barry Berman [mailto:berman@gwu.edu]

Sent: Tuesday, March 15, 2005 10:08 AM

To: Bullock, John (DDOT); Laden, Ken (DDOT); Tangherlini, Dan (DDOT)

Cc: Marilyn Simon; kpatterson@dccouncil.washington.dc.us; Mendelson, Phil (COUNCIL); Fenty, Adrian (COUNCIL); Singer, William (COUNCIL); Cole, Michelle (COUNCIL); Pagano, Penny (COUNCIL); Kim, Ji Youn; Bird, Melissa (OP); Bird, Melissa; Frankel, David ; MJSimon524@aol.com; greg\_j\_pickens@yahoo.com; glm990@yahoo.com; acsullivan@starpower.net; lucy.eldridge@verizon.net; chapmantodd@yahoo.com; Brown, Kwame (COUNCIL); amybmvey@msn.com; AmyHoangDC3E02@aol.com; Nmacwood@aol.com; schumannwiss@juno.com; AHG71139@aol.com; current@erols.com; chriskain@currentnewspapers.com; McCarthy, Ellen (OP); Ismart, Dane; Barry, Marion (COUNCIL); Cummins1@aol.com; Carolyn Sherman; bruce.lowrey@navy.mil; maryalicelevine@starpower.net; Marymillott@aol.com; jciw-centernet@erols.com

Subject: Considerations for DDOT's Wisconsin Avenue Transportation Study

Gentlemen of DDOT:

I would like to add my comments to those of my neighborhood colleagues regarding your Wisconsin Avenue Transportation Study.

Here is what I think is important:

1) Commuter traffic and parking on residential streets near Wisconsin Avenue--there is far too much of it, causing "accidents"; endangering pedestrians, especially senior citizens and schoolchildren; producing noise and pollution; infringing on the ability of emergency vehicles to get through; and crowding our residential streets every day from dawn to dark with commuter cars that use them for parking lots. I can think of nothing that does more to reduce the quality of life in our neighborhood. You have got to find some way to relieve our neighborhood residential streets of this burden. If you do not come up with significant recommendations to relieve this problem, you simply will not have done your job.

2) Traffic on Wisconsin Avenue itself, beyond its carrying power. The current gridlock during rush hours and on weekend afternoons needs to be dealt with as well, for the same reasons as listed above.

This is partly caused by businesses that appeal to persons outside the neighborhood (regional rather than local) and partly by commuters from Maryland. Anything you can do to encourage the use of Metrorail and Metrobus and to discourage use of private motor vehicles will be very helpful and most welcome. No doubt you are very concerned with this problem as well.

3) To a large extent, both of these problems result from the current ill-conceived approach to commuter traffic, which seems to be directed toward facilitating the largest number of cars possible from Maryland to use city streets to commute to work downtown, rather than to facilitate traffic by Washington residents to travel from one part of the city to another. An obvious step in the right direction, although not a complete remedy, would be to lengthen the red lights along Wisconsin and other commuter routes and lengthen the green lights for cross traffic. This obviously would have to be accompanied by every sort of traffic-calming mechanism you can devise to discourage use of residential streets that parallel Wisconsin (39th Street is a prime example), or it would make problem (1) worse. In fact, the primary goal should be to get commuters out of their cars and into Metro--which in turn implies improving service on the Red Line (and others) to handle very much larger numbers of commuters without the delays, breakdowns, and disfunctional elevators and escalators that now plague our Metro system.

I believe this is quite enough. If you can help to solve these problems, you will have performed a real and lasting service to the residents of your city. If you only recommend to increase residential density, thereby exacerbating all of the above, you will have allied yourselves with those who advocate downgrading our quality of life.

Please make the right choice.

Sincerely yours,

Barry Berman

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-----Original Message-----

From: Frankel, David P. [mailto:DFRANKEL@ftc.gov]

Sent: Friday, April 01, 2005 2:31 PM

To: McCarthy, Ellen (OP); Bird, Melissa (OP)

Cc: Cummins1@aol.com; Carolyn Sherman; bruce.lowrey@navy.mil; berman@gwu.edu; maryalicelevine@starpower.net; Marymillott@aol.com; jciw-centernet@erols.com; Laden, Ken (DDOT); Tangherlini, Dan (DDOT); Patterson, Kathleen (COUNCIL); Mendelson, Phil (COUNCIL); Fenty, Adrian (COUNCIL); Singer, William (COUNCIL); Cole, Michelle (COUNCIL); Pagano, Penny (COUNCIL); Kim, Ji Youn; MJSimon524@aol.com; greg\_j\_pickens@yahoo.com; glm990@yahoo.com; acsullivan@starpower.net; lucy.eldridge@verizon.net; chapmantodd@yahoo.com; Brown, Kwame (COUNCIL); amybmvey@msn.com; AmyHoangDC3E02@aol.com; Nmacwood@aol.com; schumannwiss@juno.com; AHG71139@aol.com; current@erols.com; chriskain@currentnewspapers.com; Ismart, Dane; Barry, Marion (COUNCIL); Marilyn Simon; Bullock, John (DDOT)

Subject: RE: Response to: DDOT's Comments on Scenarios: Wisconsin Avenue Transportation Study and Addendum to FHTS

Dear Interim Director McCarthy:

I am writing in connection with yesterday afternoon's message from DDOT employee, John Bullock. I have just skimmed Mr. Bullock's March 28, 2005 memo to areas residents. In it he wrote in part:

"OP decided to remove the 'Illustrative Plan' from the UWACS report. The UWACS study is still on hold, pending completion of the WACTS. The UWACS recommendations will be reassessed in light of the

findings of the transportation analysis. With the removal of the 'Illustrative Plan' from the UWACS Plan, the Study Team has agreed to analyze the WACTS development scenarios presented at the January 2005 public meetings."

If true, this is a significant and long overdue development. However, I hope you can understand that community members are justifiably suspicious of statements attributed to the Office of Planning that are not disseminated by the Office of Planning. Thus, I request that you please confirm that the UWACS Illustrative Plan has indeed been removed from the UWACS and will no longer be considered as offering possible development scenarios.

For the record, please do not interpret my support for the elimination of Illustrative Plan as my support for other aspects of the UWACS. I view the elimination of the Illustrative Plan only as a very small step in the right direction.

Sincerely,

David P. Frankel

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-----Original Message-----

**From:** Marilyn Simon [mailto:Marilyn.Simon@fcc.gov]

**Sent:** Friday, April 01, 2005 3:32 PM

**To:** Bullock, John (DDOT); Jim.carlson@montgomerycountymd.gov; laura.chin@montgomerycountymd.gov; shahriar.etemadi@mncppc-mc.org; kpatterson@dccouncil.washington.dc.us; Pagano, Penny (COUNCIL); kbrown@dccouncil.us; Kim, Ji Youn; Ismart, Dane; Amy McVey; chapmantodd@yahoo.com; Anne Sullivan; lucy.eldridge@verizon.net; Nmacwood@aol.com; Tangherlini, Dan (DDOT); Laden, Ken (DDOT); Fenty, Adrian (COUNCIL); Nmacwood@aol.com; AmyHoangDC3E02@aol.com; Singer, William (COUNCIL); Mendelson, Phil (COUNCIL); Marilyn Simon

**Cc:** Frankel, David P.; Carolyn Sherman; bruce.lowrey@navy.mil; Barry Berman; maryalicelevine@starpower.net; Marymillott@aol.com; Jane Waldmann; greg\_j\_pickens@yahoo.com; Gina Mirigliano; MJSimon524@aol.com; chriskain@currentnewspapers.com; schumannwiss@juno.com  
**Subject:** DDOT rejects M-NCPPC LATR trip generation rates for Friendship Heights CBD

Mr. Bullock,

Thank you for sending out the response to my March 14 letter. I will review it and submit more detailed comments later.

At this time, I would like to address the DDOT response, relying on a statement made in 2003 by an unidentified M-NCPPC employee, in maintaining that the trip generation rates for the Bethesda and Friendship Heights CBDs in table C-1 of the July 2002 LATR are not valid. I would like to note that M-NCPPC issued a new version of the LATR, approved and adopted July 1, 2004, 8 months after DDOT initially provided that employee quote on the relevance of the trip generation rates for the Friendship Heights CBD. The trip generation rates in Table C-1 of the July 2004 LATR [copied below] were identical to those of the July 2002 LATR. For the benefit of your colleagues at the M-NCPPC and the Friendship Heights TMD, I am copying below the comments from the members of the Tenleytown and Friendship Heights community and the DDOT responses. DDOT's March 31, 2005 response is the fourth message, below.



DDOT has provided no new justification for its decision to reject the M-NCPPC trip generation rates for development near the Friendship Heights Metro station, and therefore, if the Wisconsin Avenue Corridor Transportation Study [WACTS] proceeds using the higher trip generation rates for commercial uses proposed by DDOT, this issue will be raised again when the D.C. Council is considering whether the WACTS is a credible infrastructure analysis for the Upper Wisconsin Avenue Corridor Study [UWACS]. The WACTS is only one of several infrastructure studies that have been requested prior to submission of the UWACS to the Council as a Small Area Plan.

I also note that you have not yet provided the trip generation rates you plan to use and the development scenarios provided do not describe the existing and proposed development, only the change that will be evaluated. Also, I did not find any information on the development scenarios for sites north of Fessenden Street in your March 31 e-mail.

Sincerely,  
Marilyn J. Simon, 43<sup>rd</sup> Street, NW

#### **February 2, 2005 Letter From Members of the Community to DDOT**

##### **Trip Generation Rates:**

The Trip Generation Rates used by Montgomery County for development near the Friendship Heights Metro were rejected by OP for use in evaluating developments near the Friendship Heights Metro based on former OP Director Altman's statement that the Montgomery County rates are intended for use in assessing the adequacy of public facilities, and that Montgomery County did not take into account proximity to Metro in developing those trip generation rates. The publication in which the trip generation rates are included specifically states that proximity to Metro was taken into account, so those trip generation rates should be used unless DDOT can produce other evidence that Montgomery County did not actually take into account proximity to Metro in developing those trip generation rates. In addition, the purpose of these projections is to assess the adequacy of infrastructure for the UWACS plan, so it seems absurd to reject the Montgomery County trip generation rates on that basis.

##### **February 24, 2005 DDOT Response:** [Citing their November 2003 Response]

(Quote from the Friendship Heights Transportation Study, Appendix N: Response to Public Comments, Response #3)

A major element of the general impact analysis methodology employs trip rates for particular land uses developed by the Institute of Traffic Engineers (ITE). Under standard practice, these are reduced to factor an alternative mode of transportation other than automobile. Ms. Simon addressed a difference between the study's trip rate, which applied the ITE trip rate and accepted trip rate reduction methodology, and the trip rates used by the M-NCPPC. Trip rates are different between ITE and M-NCPPC because the purpose of the analysis is different. ITE trip rates are used in traffic impact analysis. The M-NCPPC generated its own trip rates to use in assessing the adequacy of public facilities prior to the approval of preliminary development plans. The M-NCPPC collected trip rates from many developments in Montgomery County, which were then averaged for the same land use type. These averages used by M-NCPPC mask the clear differences in trip generation that are typical of developments near a Metro station. In fact, based on a conversation with a Planning Coordinator (Transportation Planning) at M-NCPPC, the actual trip rate calculated for the GEICO site was approximately 50 percent lower than the trip rates derived from the M-NCPPC study for an "office" land use type. This confirms that the study's assumption of a 50 percent trip reduction from standard rates is fully justified for this study based on the proximity to the Metro and other factors described in the report.

March 14, 2005 Response from Members of Community:

Montgomery County, in evaluating the ability of the infrastructure to accommodate development near the Friendship Heights Metro, has set trip generation rates that are higher, for some uses, than the rates that DDOT proposes to use in the WACTS.

DDOT is defending their choice of lower trip generation rates first by stating that the “M-NCPPC generated its own trip rates to use in assessing the adequacy of public facilities prior to the approval of preliminary development plans.” [emphasis added.]

Given that the purpose of these projections, particularly Scenario 4, is to test the adequacy of the infrastructure prior to consideration of the UWACS as a small area plan, it seems that the Montgomery County rates for the Friendship Heights CBD would be more appropriate than the ITE rates which DDOT proposes using.

DDOT also cites an unidentified Montgomery County employee, who makes an observation about the modal split for the GEICO site, and seems to be comparing the traffic at the GEICO site to the trips projected using the Local Area Transportation Review Guidelines trip generation rates for other parts of Montgomery County, and not the trip generation rates in Appendix C of the Local Area Transportation Review Guidelines, which gives specific rates for CBD near the Friendship Heights Metro. In fact, the M-NCPPC LATR trip generation rates for office use near the Friendship Heights Metro are lower than the M-NCPPC trip generation rates for other parts of the county. However, the Friendship Heights Transportation Management District has also determined that many office employees who work near Metro cannot or do not use Metro to commute, since many employees don't live near a Metro station, or a Metro commute would be significantly less convenient than use of a private vehicle. While the M-NCPPC county-wide trip generation rates would project just under 1,000 trips in the peak morning hour, the M-NCPPC trip generation rates for Friendship Heights would project approximately 770 trips in the peak morning hour for the GEICO site.

If DDOT insists on relying on statements by an unidentified Montgomery County employee to discredit the trip generation rates in Appendix C the LATR, while not even being clear that Appendix C was actually even discussed, it is not clear that DDOT will be able to produce a credible study.

DDOT March 31, 2005 Response:

“As repeatedly described, trip generation rates developed for M-NCPPS is average trip rates for same land use type which resulted similarly to the ITE trip generation rates. As described in revised scenario description, the Study Team contacted M-NCPPC Planner-Coordinator in Transportation Planning. He acknowledged that the actual trip rate calculated for the GEICO site was approximately 50 percent lower than the trip rates derived from the M-NCPPC study for an “office” land use type. In other words, the vehicular trip rate for the GEICO site was lower compared to other office developments (located further away from Metro) because proximity to Metro diverts more trips to the transit mode than it would for other office developments. This confirms that the study's assumption of a 50 percent trip reduction from standard rates is fully justified for developments within a reasonable walking distance to Metro stations. For developments located further away from Metro stations, the assumption will reflect much lower trip diversion to transit use.”

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-----Original Message-----

**From:** Marilyn Simon [mailto:Marilyn.Simon@fcc.gov]

**Sent:** Wednesday, April 13, 2005 7:03 PM

**To:** Bullock, John (DDOT); Laden, Ken (DDOT); Tangherlini, Dan (DDOT); Patterson, Kathleen

(COUNCIL); Mendelson, Phil (COUNCIL); Fenty, Adrian (COUNCIL); Singer, William (COUNCIL); Cole, Michelle (COUNCIL); Pagano, Penny (COUNCIL); Kim, Ji Youn; Bird, Melissa (OP); Bird, Melissa; Frankel, David ; MJSimon524@aol.com; greg\_j\_pickens@yahoo.com; glm990@yahoo.com; acsullivan@starpower.net; lucy.eldridge@verizon.net; chapmantodd@yahoo.com; Brown, Kwame (COUNCIL); amybmvey@msn.com; AmyHoangDC3E02@aol.com; Nmacwood@aol.com; schumannwiss@juno.com; AHG71139@aol.com; current@erols.com; chriskain@currentnewspapers.com; McCarthy, Ellen (OP); Ismart, Dane; Barry, Marion (COUNCIL)  
**Cc:** Cummins1@aol.com; Carolyn Sherman; bruce.lowrey@navy.mil; berman@gwu.edu; maryalicelevine@starpower.net; Marymillott@aol.com; jciw-centernet@erols.com  
**Subject:** RE: Response to: DDOT's Comments on Scenarios: Wisconsin Avenue Transportation Study and Addendum to FHTS

Mr. Bullock, Mr. Tangherlini,

We received DDOT's response to our March 14 comments on the scenarios for the WACTS and the Addendum to the FHTS. We are quite disappointed by the response:(1) DDOT and OP did not provide information on existing development and what they are assuming as the proposed development for each scenario, which makes it unnecessarily difficult for the volunteers from the community to review. This information was requested by the community and promised by DDOT. Nonetheless, we did compare several sites, finding serious errors, omitting a significant amount of development. Two examples, totaling well over a million square feet of omitted increased development, are described in point (6), below.

(2) The third scenario is supposed to be an evaluation of matter-of-right development under current zoning. The purpose of this scenario is to evaluate whether the corridor can support the large amount of new development currently allowed, and was clearly described at meetings and in the written proposal by members of the community. DDOT and OP are including a large number of PUDs and map amendments in that scenario, which blurs the distinction between Scenario 3 and Scenario 4.

(3) DDOT did not submit any information on what will be evaluated north of Fessenden Street. While they did include a description of the zoning categories to be used, they did not include the data that they are assuming on existing development and the amount of development allowed with these zoning categories. This is critical since there has been demolition at a number of sites subsequent to when the traffic counts were taken for the FHTS and prior to the traffic counts for the WACTS, and we need to be able to review that information to make certain that the appropriate changes were made as well as to review the accuracy of the assumptions about existing and allowed development for the individual sites.

(4) There are a number of other issues, such as the assumption that underground garages for all developments that include them would account for 20% of the floor area, but those issues can be examined and corrected after DDOT and OP provide the full information, including land area, existing development, development in that scenario and the difference, as well as information on whether a site was excluded because it is within 80% of the allowed development or less than 10 years old.

(5) We also note that, in response to Question 10, DDOT maintains that the purpose of the WACTS is to investigate transportation management improvements and traffic and parking management, rather than to evaluate the adequacy of the infrastructure to support the UWACS recommendations.

(6) The development information that was provided has some very clear errors. For example:

(a) The McDonald's south of Van Ness has a land area of 32,625 SF, and the existing building is 3,291 SF. Matter-of-right development under existing zoning would allow a building of 114,188 SF, an increase from existing development of 110,897 SF. For Scenario 3, MOR development, the document that DDOT and OP prepared show an increase in development for the entire block of 14 dwelling units and 12,900 SF of commercial space for a total of 26,900. This understates the amount of increased development for this site by almost 84,000 square feet. For the same site, a PUD would allow 195,750 SF of development, an increase of 192,459 SF over existing development. The data provided by DDOT and OP for PUD development gives an increase of 44,100 SF for the entire block from Upton to Van Ness west of Wisconsin. DDOT and OP missed at least 148,359 SF in their proposed development data.

(b) The Fannie Mae site, at 3900 Wisconsin Avenue, has a land area of 422,876 SF, and an existing building with 396,504 SF. Matter-of-right development on this site would allow 1,480,006 SF of developed space, an increase of 1,083,562 SF. A PUD would allow 2,537,238 SF of developed space, an increase of 2,140,752 SF. Yet DDOT and OP are including NO development on this site in any of the Scenarios.

We look forward to seeing corrected scenarios, and more complete and accurate information. Since we have other demands on our time and since DDOT's and OP's efforts are so clearly deficient, we have not reviewed the entire submission, but might send additional comments at a later time.

Sincerely,  
Marilyn Simon, 43<sup>rd</sup> Street, N.W.  
David P. Frankel, Garrison Street, N.W.  
Bruce Lowrey, Brandywine Street, N.W.  
Carolyn Sherman, Ellicott Street, N.W.  
Anne Sullivan, ANC 3E05

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**Response Regarding Development Scenario Description Made  
Available to Public**

## **Point by Point Response to Marilyn Simon March 14, 2005 Comments**

### **Question #1**

Meeting minutes from 10/6 and 10/7 note that residents who participated in the meetings requested and voted for inclusion of a “worst case scenario.”

### **Question #2**

Please see the revised scenario description document and cover letter accompanying this document.

### **Question #3**

The Study Team acknowledges concerns expressed about parking conditions especially near Friendship Heights and Tenleytown Metrorail station areas. As presented during the January 2005 public meetings, the Study Team conducted a detailed parking inventory and utilization analysis to assess the existing parking conditions and to validate specific parking concerns that were brought to our attention. The WACTS study is investigating strategies to address this problem. However, parking policy is a continuing citywide policy discussion that DDOT has been working on; this study alone can only suggest options that DDOT may consider to include in its parking policy.

DDOT is currently planning to conduct a signal warrant study for the Tenleytown Firehouse.

### **Question #4**

Please see the revised scenario description document and cover letter.

### **Question #5**

Please see the revised scenario description document and cover letter.

Properties north of Fessenden Street were discussed and analyzed in detail in Friendship Heights Addendum. The revised scenario description now explicitly includes FHA components

### **Question #6**

Please see the revised scenario description document and cover letter.

### **Question #7**

Please see the revised scenario description document and cover letter.

Criteria regarding the sites which have been redeveloped in the last 10 years and sites for which the FAR of the existing development is at least 80% of the amount of development that would be allowed under these limits are included in Scenarios 3 and 4.

### **Question #8**

No comment – issue resolved.

### **Question #9**

(Extracted from OP Statement for Question #9)

In the lower density R-1- through R-4 residential zone districts FAR does not provide a reasonable measure of density. In these zones, the Zoning Regulations specify the maximum number of dwelling units that can be built on a property of a specific size and dimension. Regardless of unit size, the maximum permitted number of units is the same for MOR and for PUD development.

In the WACTS study, current zoning is assumed for all properties.

#### **Question 10**

WACTS study's main purpose is to investigate transportation management improvements in the Wisconsin Avenue Corridor area and traffic and parking management in surrounding neighborhoods.

#### **Question #11**

No comment – see prior response.

##### *2/24/2005 Prior Response (Op Statement)*

*There are several proposals being developed at this time. Any inclusionary zoning proposal would need to be evaluated city-wide, not just on Wisconsin Avenue. Therefore, a "fifth scenario" is not appropriate at this time.*

#### **Question #12**

Please see the revised scenario description document, cover letter and previous response.

##### *2/24/2005 Prior Response*

*The ITE Trip Generation Manual shows that mixed use land use generates fewer vehicular trips than a single use land use subject to internal capture. For example, in mixed use development such as an office building with retail shops on the ground level, workers may be able to buy lunch or pick up dry cleaning at the ground level shop without having to drive to those locations.*

*The Study Team will use an assumption that if there is currently a mixed use, then the land use mixture in the scenario analysis will depict the same mix of uses (albeit proportionately more square footage of each use, if the property is not "exempted" from development through the 10-year or less age assumption or the 80 percent MOR assumption requested by the community). If the existing land use is a single use, then the scenario analysis will use the assumption of a single land use, as appropriate.*

#### **Question #13**

As repeatedly described, trip generation rates developed for M-NCPPS is average trip rates for same land use type which resulted similarly to the ITE trip generation rates. As described in revised scenario description, the Study Team contacted M-NCPPC Planner-Coordinator in Transportation Planning. He acknowledged that the actual trip rate calculated for the GEICO site was approximately 50 percent lower than the trip rates derived from the M-NCPPC study for an "office" land use type. In other words, the vehicular trip rate for the GEICO site was lower compared to other office developments (located further away from Metro) because proximity to

Metro diverts more trips to the transit mode than it would for other office developments. This confirms that the study's assumption of a 50 percent trip reduction from standard rates is fully justified for developments within a reasonable walking distance to Metro stations. For developments located further away from Metro stations, the assumption will reflect much lower trip diversion to transit use.

**Question #14**

Please see the revised scenario description document and cover letter.



## MEMORANDUM

**To:** Area Residents For the  
Wisconsin Avenue Corridor Transportation Study  
**From:** John Bullock  
**Date:** March 28, 2005  
**Re:** Wisconsin Avenue Corridor Transportation Study (WACTS) Update and Revised  
Scenario Descriptions

Subsequent to the January 2005 public meetings, the DC Office of Planning (OP) made a significant change in March 2005. Because of the persistent misconceptions associated with the draft Upper Wisconsin Avenue Corridor Study (UWACS) Strategic Framework Plan, "Illustrative Plan," the OP decided to remove the "Illustrative Plan" from the UWACS report. The UWACS study is still on hold, pending completion of the WACTS. The UWACS recommendations will be reassessed in light of the findings of the transportation analysis. With the removal of the "Illustrative Plan" from the UWACS Plan, the Study Team has agreed to analyze the WACTS development scenarios presented at the January 2005 public meetings.

The WACTS Study Team initially intended the scenario description document to be treated as a summary, rather than as a comprehensive stand-alone document. The Study Team has carefully considered all comments received from residents. Appropriate changes have been made based on specific comments and have been incorporated into the revised scenario description document. In order to help residents better understand the scenario analysis process, the revised document includes summary assumptions and a description of the scenario analysis methodology.

This package also includes the land use database that forms the foundation for the traffic analysis of each scenario. It shows the total square footage added for each scenario for residential, office, commercial, and retail uses by block. The database was developed using the DC Office of Tax and Revenue (OTR) Real Property Tax Administration (RPTA) Computer-Assisted Mass Appraisal (CAMA) database, which is the most detailed database available and applicable for WACTS development traffic impact analysis.

DDOT appreciates the community interest in this project, and encourages an objective review of the assumptions and methodology. Study findings and traffic analyses will be developed over the coming weeks.

# **WISCONSIN AVENUE CORRIDOR TRANSPORTATION STUDY**

## **DEVELOPMENT SCENARIO DESCRIPTION, ASSUMPTIONS AND SCENARIO ANALYSIS METHODOLOGY**

**Revised March 2005**

### **BACKGROUND**

The District Department of Transportation (DDOT) contracted with the Louis Berger Group, Inc (Berger) to investigate transportation problems and potential transportation management improvements in the Wisconsin Avenue Corridor area, as well as traffic and parking management in surrounding neighborhoods. These efforts are in response to Ward 3 citizen concerns regarding safety, speeding, traffic congestion, neighborhood cut through traffic and insufficient parking spaces in the study area, and the potential exacerbation of these issues related to the anticipated development in the Friendship Heights area (north of the study area) and the Tenleytown Metro area.

The approximate study area boundaries for this section of Wisconsin Avenue are Fessenden Street to the North, Reno Road to the East, Whitehaven Parkway to the South, and Whitehaven Parkway/Glover Park to the West. The Office of Planning provided DDOT with the following statement to clarify its position on future development along Upper Wisconsin Avenue as prescribed in the recommendations of the revised Upper Wisconsin Avenue Corridor Study (UWACS) Strategic Framework Plan.

#### **Office of Planning Statement**

In the recommendations of the revised Upper Wisconsin Avenue Corridor Study (UWACS) Strategic Framework Plan, the Office of Planning has indicated that it would only support increased density in the vicinity of the Metro stations at Friendship Heights and Tenleytown, which refers to the area within approximately ¼ mile (5-minute walking distance) of the stations. For residential projects only, OP would support increased density within the Housing Opportunity Areas (the boundaries of which are defined in the UWACS Plan), which are generally located within the ¼ mile radius. This is consistent with the Comprehensive Plan land use policy designations, and with the Comprehensive Plan's specific encouragement to focus density around Metro stations. For all other areas of the corridor, the UWACS Plan recommends that the existing matter-of-right zoning is appropriate for any future development.

The Office of Planning wishes to state definitively that the Upper Wisconsin Avenue Corridor Study (UWACS) Strategic Framework Plan will not include the "Illustrative Plan" (chapter 4). The removal of the "Illustrative Plan" from the revised UWACS Plan means that the "Illustrative Plan" as a development scenario in the Wisconsin Avenue Corridor Transportation Study (WACTS) is not needed.

The Louis Berger Group, Inc. (Consultant) is conducting the study with assistance from DDOT and Office of Planning (OP) staff. This document refers to the Consultant team and DDOT and OP staff as the "Study Team."

### **SCENARIO DEVELOPMENT**

As part of the Wisconsin Avenue Corridor Transportation Study (WACTS), the Study Team evaluates a total of four (4) development scenarios occurring over a 10-year period (year 2014). These scenarios portray a range of low, medium, high and maximum potential development. The main purpose of the development scenario analysis is for the WACTS to account for a range of foreseeable additional traffic generated by future build-out options (development) along the Wisconsin Avenue corridor including a

scenario of complete build-out to maximum PUD potential. The range of different development densities helps determine the lower- and upper-end traffic estimates generated by future developments along the corridor. Additionally, the analysis will identify whether or not the existing transportation infrastructure (with minor improvements) can accommodate maximum, high, or even moderate levels of development. This in turn will give guidance to the Office of Planning as to feasible zoning densities. This helps the Study Team evaluate short-term and long-term transportation improvement needs in the WACTS area.

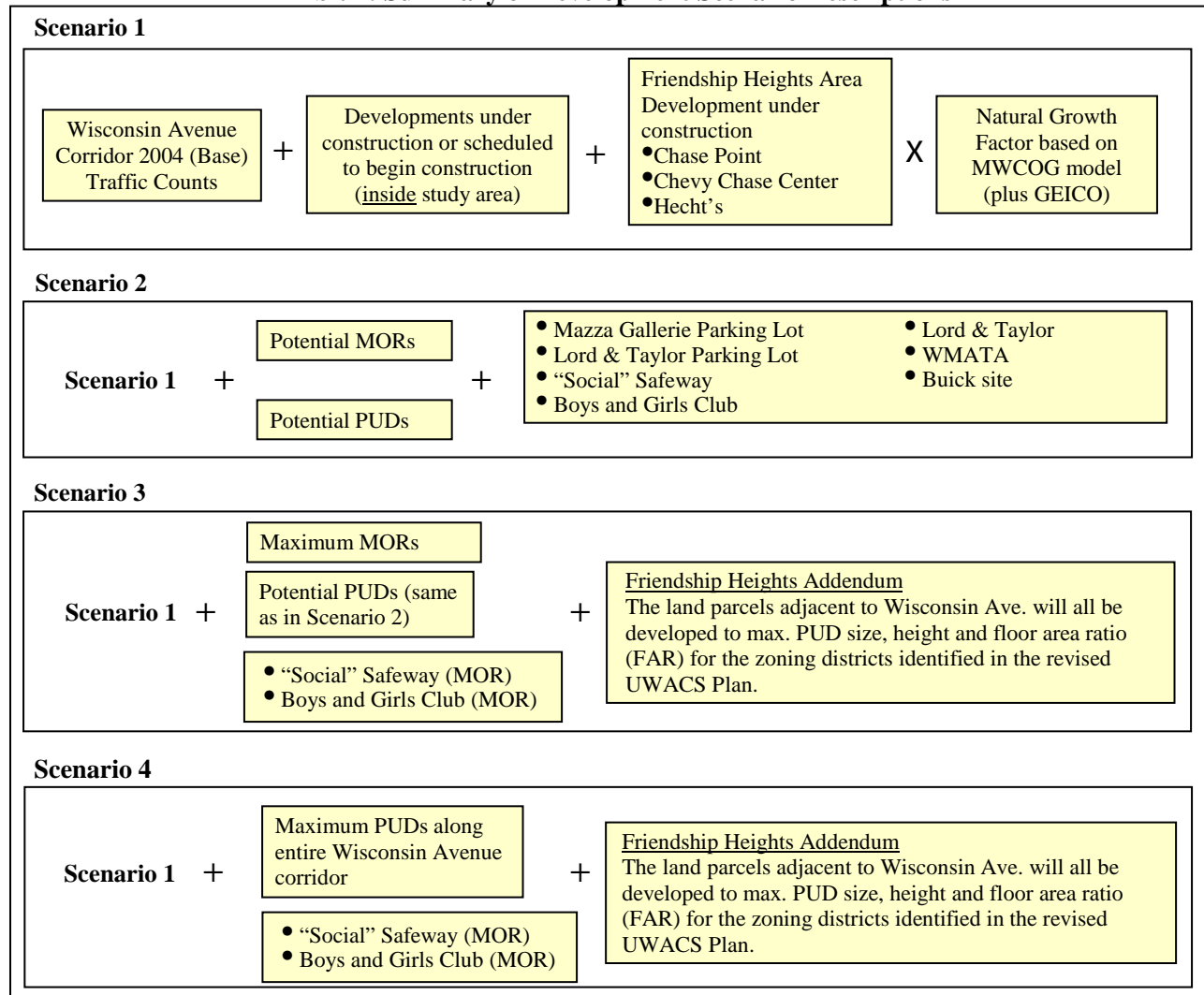
***Friendship Heights Addendum (FHA)***

The DC Office of Planning (OP) requested additional development traffic impact analysis of the area studied in the District Department of Transportation's (DDOT) Friendship Heights Transportation Study (FHTS). The request is based on OP's recommendations as outlined in the revised Upper Wisconsin Avenue Corridor Study (UWACS) Strategic Framework Plan, specifically, to identify potential impacts on future traffic conditions and the need for traffic management and/or infrastructure improvements beyond those already prescribed in the FHTS for selected sites in the Friendship Heights area. Hence, the Friendship Heights Addendum was created to conduct additional traffic analysis pertaining to potential developments in Friendship Heights with guidance from the Office of Planning. The Friendship Heights addendum is being conducted concurrently with the WACTS.

**SCENARIOS IN WISCONSIN AVENUE CORRIDOR TRANSPORTATION STUDY**

Exhibit 1 summarizes the four (4) Development Scenarios that will be analyzed. Greater detail is provided in the text that follows.

## Exhibit 1: Summary of Development Scenario Descriptions



### Scenario 1 Baseline

Scenario 1 serves as the baseline for the other scenarios. Scenario 1 includes four basic elements, as follows:

#### Scenario 1 Baseline: Existing Traffic Counts

Traffic counts were collected in fall 2004 for the Wisconsin Avenue Corridor Transportation Study (WACTS). These counts were used as the basis for development traffic impact analysis.

#### Scenario 1 Baseline: Natural Growth

Natural growth rate information was obtained from the Metropolitan Washington Council of Governments (MWCOG) regional model, Version 2.1/TP+, Release C with Round 6.3 socioeconomic forecast database. Observing the MWCOG traffic assignments based on the socioeconomic forecast database Round 6.3, the Study Team calculated an average growth rate for the Northwest Washington D.C. area between forecast years 2005 and 2015. This growth rate accounts for any known land use changes in the Washington D.C. metropolitan area and reflects regional growth as well as local growth

such as in the Friendship Heights area. Anticipated GEICO traffic is added to the natural growth in the Friendship Heights area<sup>1</sup>.

#### Scenario 1 Baseline: Projects Under Construction or Scheduled to Begin Construction in the study area

The Study Team identified the following three (3) projects for the study area:

- Cityline at Tenley (condominiums above Best Buy and Container Store)
- 4600 Brandywine Associates (condominiums and retail - Zoning Commission approved 11-8-04)
- Georgetown Heights (condominiums at Calvert and Wisconsin)

#### Scenario 1 Baseline: Projects Under Construction or Scheduled to Begin Construction in the Friendship Heights Area

The Study Team identified the following three (3) projects:

- Chase Point, DC (formally called Washington Clinic)
- Chevy Chase Center, MD
- Hecht's, MD

The other three development scenarios: Scenarios 2, 3 and 4 have been defined through a cooperative effort with DDOT, residents, and other stakeholders. Scenario 1 traffic volumes will serve as a basis for the analysis of Scenarios 2, 3 and 4. Basic descriptions of these scenarios are provided below.

#### **Scenario 2: Potential Development<sup>2</sup>**

Scenario 2 represents a mid-range of development. High potential areas for PUD zoning and matter-of-right (MOR) development are included in this scenario based on current and forecasted market conditions. It includes the natural growth from Scenario 1, plus additional growth in the WACTS study area, from the Friendship Heights area and from south of the study area as noted below. Scenario 2 assumes that all other properties will retain their current land use, size, density and zoning. Five (5) developments in the Friendship Heights area are identified in the Friendship Heights Addendum (FHA) and two (2) potential developments are cited south of the study area. The list of high potential redevelopment sites (PUDs and matter-of-right) for analysis in the scenario follows:

#### High potential development inside the study area

- Marten's Volvo
- FreshField's block
- Outer Circle at Ellicott and Wisconsin
- Post Office

#### Additional growth in the Friendship Heights area and South of the study area

- Mazza Gallerie Parking Lot - FHA
- Lord & Taylor Parking Lot - FHA
- Lord & Taylor - FHA
- WMATA - FHA
- Buick - FHA
- "Social" Safeway
- Boys and Girls Club: next door to Safeway)

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<sup>1</sup> Trip generation from the anticipated GEICO development will be included for all scenario analyses.

<sup>2</sup> For this scenario, we believe that while some matter-of-right development may occur over the next 10 years in properties not designated as MORs or PUDs for this analysis, it is equally as likely that some of the MORs or PUDs identified may not develop or may develop to a less intensive level than noted.

### **Scenario 3: Current Zoning (Matter-Of-Right) with Potential PUDs (Identified in Scenario 2)**

This scenario assumes, in addition to the Scenario 1 natural growth and development of the high potential PUD sites (Marten's Volvo site and FreshField's block) identified in Scenario 2, that many other properties along Wisconsin Avenue in the WACTS study area will be razed and/or redeveloped as necessary to fully build up to the limits of current matter-of-right zoning (MOR) (see exceptions below). In most cases, the assumed land use mix for development reflects current uses proportioned to fit the site. For example, a current parcel with the first story retail and the second story office would be assumed to be rebuilt with one story retail and two, three or more stories office (based on the maximum size permitted with MOR for that particular parcel and zone). Information on the amount of development included will be based on the current zoning categories and the gross floor area allowed for residential and non-residential uses, respectively. It will be assumed that all sites in the corridor will be developed to those limits with the following exceptions:

- (1) sites which have been redeveloped in the last 10 years based on CAMA data (effective build date); and
- (2) sites for which the FAR of the existing development is at least 80% of the amount of development that would be allowed under these limits.

### **Scenario 3: Additional Development in the Immediate Friendship Heights area - Friendship Heights Addendum PUD**

As part of the Scenario 3 analysis, the Friendship Heights Addendum (FHA) identifies four (4) more developments to be included in the scenario in addition to the Scenario 2 analysis. This scenario assumes that the land parcels adjacent to Wisconsin Avenue in the Friendship Heights area will all be developed to maximum size, height, and floor area ratio (FAR) based on the zoning districts identified in the revised UWACS plan.

- Mazza Gallerie
- Parking lot behind Mazza Gallerie (Scenario 2)
- Lord and Taylor (Scenario 2)
- Lord and Taylor parking lot/garage (Scenario 2)
- Southwest corner of 44<sup>th</sup> and Jenifer Streets
- Southwest corner of Wisconsin Avenue and Jenifer Street
- WMATA (Scenario 2)
- Buick dealership (Scenario 2)
- Northwest corner of Wisconsin Avenue and Harrison Street

### **Scenario 3: Additional Development Immediately South of the study area**

As part of the Scenario 3 analysis, for the area immediately south of the study area, the study will include the likely developments included in Scenario 2:

- "Social" Safeway (Scenario 2)
- Boys and Girls Club: next door to Safeway (Scenario 2)

### **Scenario 4: Planned Unit Development (PUD)**

This scenario assumes that most properties along Wisconsin Avenue in the Wisconsin Avenue Corridor Transportation Study area will be razed and/or redeveloped as necessary to fully build up to the limits of current zoning with a planned unit development (PUD). In most cases, the assumed land use mix for development reflects current uses proportioned to fit the site. For example, a current parcel with the first story retail and the second story office would be assumed to be rebuilt with one story retail and two, three

or more stories office (based on the maximum size permitted with PUD for that particular parcel and zone). Information on the amount of development included will be based on the current zoning categories with a PUD and the gross floor area allowed for residential and non-residential uses, respectively. It will be assumed that all sites in the corridor will be developed to those limits with the following exceptions:

- (1) sites which have been redeveloped in the last 10 years based on CAMA data (effective build date); and
- (2) sites for which the FAR of the existing development is at least 80% of the amount of development that would be allowed under these limits.

#### Scenario 4: Additional Development in the Immediate Friendship Heights area - Friendship Heights Addendum PUD

Same as in the Scenario 3, as part of the Scenario 4 analysis, the Friendship Heights Addendum (FHA) identifies four (4) more developments to be included in the scenario in addition to the Scenario 2 analysis. This scenario assumes that the land parcels adjacent to Wisconsin Avenue in the Friendship Heights area will all be developed to maximum size, heights, and floor area ratio (FAR) based on the zoning districts identified in the revised UWACS plan.

- Mazza Gallerie
- Parking lot behind Mazza Gallerie (Scenario 2)
- Lord and Taylor (Scenario 2)
- Lord and Taylor parking lot/garage (Scenario 2)
- Southwest corner of 44<sup>th</sup> and Jenifer Streets
- Southwest corner of Wisconsin Avenue and Jenifer Street
- WMATA (Scenario 2)
- Buick dealership (Scenario 2)
- Northwest corner of Wisconsin Avenue and Harrison Street

#### Scenario 4: Additional Development Immediately South of the study area

As part of the Scenario 4 analysis, for the area immediately south of the study area, the study will include the likely developments included in Scenario 2:

- “Social” Safeway (Scenario 2)
- Boys and Girls Club: next door to Safeway (Scenario 2)

Exhibit 2 summarizes sites and zoning to be analyzed as part of the Friendship Heights Addendum for Wisconsin Avenue Corridor Transportation Study scenarios.

## Exhibit 2: Sites Analyzed As Part of the Friendship Heights Addendum for WACTS Scenarios

Sites in the Friendship Heights Area	Current Zoning	Zoning to be Analyzed		
		WACTS Scenario 1	WACTS Scenario 2	WACTS Scenarios 3 and 4*
Mazza Gallerie	C-3-A	Current zoning	Current zoning	C-R (PUD Max)
Parking Lot behind Mazza Gallerie	C-3-A	Current zoning	C-R (PUD Max)	C-R (PUD Max)
Lord and Taylor	C-2-A	Current zoning	C-2-C; C-2-A (PUD Max)	C-2-C/ C-2-A (PUD Max)
Lord and Taylor Parking Lot/Garage	C-2-A; R-5-B; R-2	Current zoning	C-2-A; R-5-B; R4 (PUD Max)	C-2-A; R-5-B; R4 (PUD Max)
SW Corner of 44 <sup>th</sup> and Jenifer Streets	C-2-A	Current zoning	Current zoning	C-2-C (PUD Max)
SW Corner of Wisconsin Avenue and Jenifer Street	C-2-B	Current zoning	Current zoning	C-2-C (PUD Max)
WMATA Bus Garage	C-2-B;R-5-B	Current zoning	C-2-C/ R-5-B (PUD Max)	C-2-C/ R-5-B (PUD Max)
Buick Dealership	R-5-B	Current zoning	C-2-C (PUD Max)	C-2-C (PUD Max)
NW Corner of Wisconsin Avenue and Harrison Street	R-5-B	Current zoning	Current zoning	C-2-A (PUD Max)

Source: DC Office of Planning

\* Any zoning change that might occur in Friendship Heights would derive from a landowner request in the form of a request for PUD development and PUD related map changes. Any zoning changes must go through the zoning commission approval process.

## GENERAL ASSUMPTIONS

The Study Team assembled the database to conduct traffic impact analysis for each scenario. The database is developed using the DC Office of Tax and Revenue (OTR) Real Property Tax Administration (RPTA) Computer-Assisted Mass Appraisal (CAMA) database, which is the most detailed database available and applicable for WACTS development traffic impact analysis use.

The Study Team will apply general assumptions throughout the development scenario analysis. Detailed methodology and assumptions will be described in the report and presented at public meetings. General assumptions used for the study are as follows:

- Land Use/Zoning
- Residential Zone
- Floor Area Ratio
- Schools, Churches, and Non-residential Uses in R-1B Zones
- Parking Facility
- Trip Rates

### Land Use/Zoning

In general, scenarios 2, 3 and 4 assume land use mixtures consistent with the existing land use mix. If the current land use is mixed development, the scenarios will all also assume mixed use development. For Scenario 2, the land use assumptions for properties identified as likely development properties were established based on current zoning and proportioned based on the draft UWACS market analysis.

For cases of mixed use buildings such as the first floor being retail with upper levels as offices or residential, for future MOR or PUD estimates (Scenarios 3 and 4), ground level retail square footage is



kept the same and density is adjusted for residential or office space. Furthermore, for MOR and PUD estimates, zonings usually have various lot occupancy limitations for residential units and different floor area ratios between residential and non-residential development. Future development size density was calculated within the zoning requirement.

### **Residential Zone**

The Study Team will use the number of dwelling units (DU) as the measure of development density for lots zoned R1 through R4. For zones R1 and R2, it is assumed that each lot will have one (1) DU. Therefore, the number of dwelling units will not change whether the development is MOR or PUD. The number of dwelling units for zones R3 and R4 will be calculated assuming an average land area for each unit at a minimum of 900 sq. ft. For example, if the lot size is 3,700 sq. ft. for zone R3 and R4, then the assumed number of MOR or PUD dwelling units will be four (4); however, if the lot size is 3,500 sq.ft., then the number of dwelling units would be three (3). This assumption was used to estimate the maximum number of dwelling units for a lot. It may slightly overstate the potential number of dwelling units due to lot shapes, setback requirements, and similar issues, but differences should not be material within the overall parameters of the study.

### **Floor Area Ratio**

The Floor Area Ratio (FAR) planning assumptions for each scenario are summarized below.

#### **Commercial Zones Immediately adjacent to Wisconsin Avenue in WACTS and Friendship Heights Areas**

<b>Zone</b>	<b>Purpose</b>	<b>Scenario 1 FAR</b>	<b>Scenario 2 FAR</b>	<b>Scenario 3 FAR</b>	<b>Scenario 4 FAR</b>
C-1	Neighborhood shopping	Current or UC*	Sc.1 + likely**	1.0 - MOR	1.0 PUD
C-2-A	Community Business Center	Current or UC*	Sc.1 + likely**	2.5 - MOR	3.0 PUD
C-2-B	Community Business Center	Current or UC*	Sc.1 + likely**	3.5 - MOR	6.0 PUD
C-3-A	Major Business & Employment Ctr.	Current or UC*	Sc.1 + likely**	4.0 - MOR	4.5 PUD
C-2-C	Community Business Center	Current or UC*	Sc.1 + likely**	6.0 PUD	6.0 PUD
C-R	Mixed Residential, Retail and Office	Current or UC*	Sc.1 + likely**	6.0 PUD	8.0 PUD

\*UC refers to buildings under construction or scheduled for construction

\*\* "Likely" refers to high potential areas for PUD zoning and matter-of-right (MOR) development.

#### **Residential Zones Immediately adjacent to Wisconsin Avenue in WACTS and Friendship Heights Areas**

<b>Zone</b>	<b>Purpose</b>	<b>Scenario 1 FAR</b>	<b>Scenario 2 FAR</b>	<b>Scenario 3 FAR</b>	<b>Scenario 4 FAR</b>
R-1-B	Single family	Current or UC*	Sc.1 + likely**	N/A	0.4 PUD
R-2	Single & semi-detached	Current or UC*	Sc.1 + likely**	N/A	0.4 PUD
R-3	Row houses & single family	Current or UC*	Sc.1 + likely**	N/A	0.6 PUD
R-4	Row houses & row conversions	Current or UC*	Sc.1 + likely**	N/A	1.0 PUD
R-5-A	Low density apartments	Current or UC*	Sc.1 + likely**	0.9 MOR	1.0 PUD
R-5-B	Moderate density apartments	Current or UC*	Sc.1 + likely**	1.8 MOR	3.0 PUD
R-5-D	Medium-high density apartments	Current or UC*	Sc.1 + likely**	3.5 MOR	4.5 PUD

\*UC refers to buildings under construction or scheduled for construction

\*\* "Likely" refers to high potential areas for PUD zoning and matter-of-right (MOR) development.

### **Schools, Churches and Non-residential Uses in R-1B Zones**

No changes were made to these developments.

### **Parking Facilities**

Development size information was obtained from OP processed DC Tax Revenue database (CAMA) which is the most detailed database available for use in the WACTS development traffic impact analysis. The Study Team is aware that the gross building area information for each lot includes below grade

parking facilities. Therefore, if a property is known to include a below-grade parking facility, the total gross building area is reduced by 20% to account for parking garage spaces.

### **Trip Generation Rates**<sup>3</sup>

Different land uses (housing, retail, commercial, office etc.) generally lead to different levels of activity. These are described as trip generation rates, usually a “per 1000 square foot” or “per unit” basis. The trip generation rate is applied to the various land uses, such as housing, retail and commercial development, and office development. The Study Team will employ the trip rates developed by the Institute of Traffic Engineers (ITE) Trip Generation 7<sup>th</sup> Edition. Under standard practice, these trip rates will be adjusted to factor specific local circumstances, such as access to an alternative mode of transportation other than the automobile. Trip rates will also be adjusted for passby trips and internal capture.

## **SCENARIO ANALYSIS METHODOLOGY**

The study distinguishes among scenarios based on changes in intensity of land use, as described above. Exhibit 3, below, illustrates the decision rules applied to the CAMA data to develop the base land use “platform” and the additive land use identified for each scenario.

The change from Scenario 1 (base) to Scenarios 2, 3 and 4 is computed in terms of square footage or dwelling units for each land use category on a block by block basis. The change in land use for each scenario is converted to traffic estimates, as described above and as illustrated in Exhibit 4, below.

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<sup>3</sup> Trips rates developed by ITE and Maryland-National Capital Park and Planning Commission (M-NCPPC) are different because the purposes they are used for are different. ITE trip rates are used in traffic impact analysis. The M-NCPPC generated its own trip rates (“Local Area Transportation Review Guideline”, July 2002) to use in assessing the adequacy of public facilities prior to the approval of preliminary development plans. The M-NCPPC collected trip rates from many developments in Montgomery County, which were then averaged for the same land use type. The M-NCPPC has verified that the average rate they use for an office facility is actually double of what they have observed at an office site near a Metrorail station, which would translate to a 50 percent reduction in the trip rate related to mode split. The study proposes to use a more conservative set of mode split reduction for properties near Metrorail station.

Exhibit 3: Land Use Database Process Steps

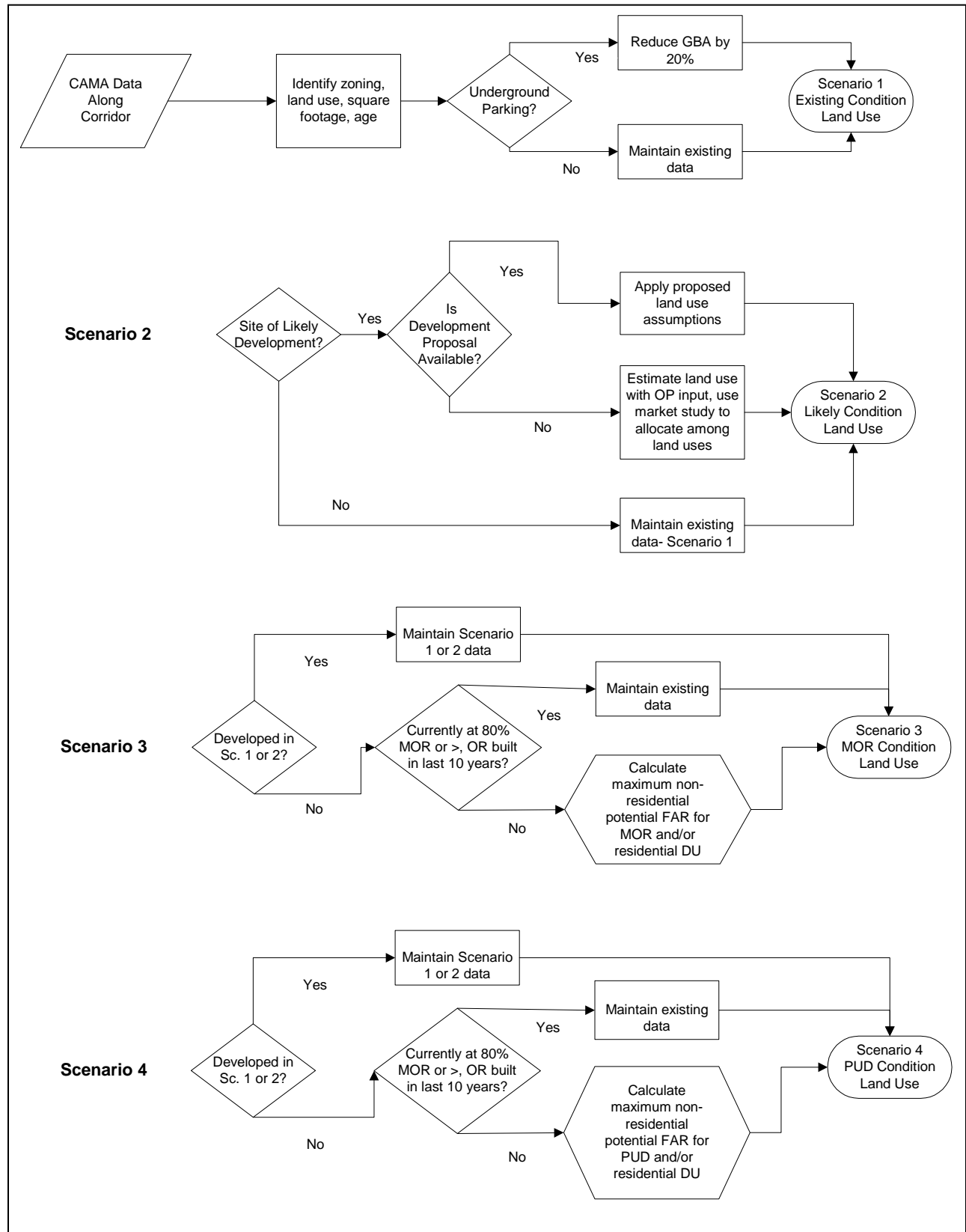


Exhibit 4: Scenario Analysis Methodology

